

MANUFACTURERS RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

Trade Name Registered in the U. S. Patent Office.

VOL. LXIII. No. 26. }
WEEKLY. }

BALTIMORE, JULY 3, 1913.

{ \$4.00 A YEAR.
SINGLE COPIES, 15 CENTS.

Manufacturers Record

PUBLISHED EVERY THURSDAY BY THE
MANUFACTURERS RECORD PUBLISHING CO.,
BALTIMORE.

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Branch Offices:

New York—52 Broadway.
Boston—643 Old South Building.
Chicago—1919 Fisher Building.
St. Louis—543 Century Building.

Subscription, \$1 a year
(payable in advance) to United States,
Mexico, Cuba, Porto Rico, Hawaii and
the Philippines.

To Foreign Countries (including Canada) in
the Postal Union, \$6.50 a year.

[Entered at the Baltimore Postoffice as sec-
ond-class matter.]

In order to avoid delays, all correspond-
ence pertaining to news or advertising mat-
ters should be addressed directly to the
Manufacturers Record, Baltimore, Md., and
not to individual editors, officers, employes
or any branch office of the paper.

BALTIMORE, JULY 3, 1913.

JULY 1-3, 1863 AND 1913.

Half a century ago two of the
world's great armies were struggling
on the field of Gettysburg in a death
grapple.

As one thinks of the heroism and
of the horrors of those days, of the aw-
ful tragedy that was being played on
that, one of the world's most decisive
battlefields, the result of which shaped
the destiny of this nation and thus
largely of all nations; as he thinks of
the sorrows and the sufferings of the
thousands who rushed to death and of
the thousands who met this onward
rush; as he thinks of the wounded and
the dying that covered the great, rich
fields of the valley and the hillsides
on which this battle raged for three
days; as he thinks of those who risked
their lives at the call of their country,
each side fighting for what it believed
to be right; as he thinks of the agony
of the nation, North and South and
West alike, as its people gave their
loved ones to this cause, and as he
thinks of the uncertainties of that fate-
ful hour, his heart ought to be thrilled
today with thanksgiving that this is
now a land of peace, marvelously
blessed by Providence beyond all other
lands of earth.

In contrast with the fearful days of
July 1-3 half a century ago, how trivial
seem all the problems and perplexities
of the present!

When we stop to consider the suffer-
ings of individuals and of the nation at
that time, how small and insignificant

seem the business perplexities and the
social problems of this day! Who can
think of the horrors of Gettysburg of
1863 without feeling that every man in
this country ought today to be filled
with thanksgiving as he contrasts this
hour and that.

What boots it if politics be more or
less upset? What matters it if tariff
agitation temporarily halts the activi-
ties of the hour?

When we think of this land of milk
and honey, this land on which nature
has smiled with such bounteous crops
as in the past, and with the promise of
bounteous yields again, and when
peace reigns throughout our land, who
dare complain of the slight afflictions
of the hour in politics or in social con-
ditions? As the nation, a reunited
country, pays tribute today to the
thousands who on that sanguinary field
laid down their lives at Gettysburg,
should we not, with new inspiration
and renewed thanksgiving for our lim-
itless blessings, take courage, and, in-
stead of bemoaning this little trouble
or that petty difficulty which faces the
individual or the country, go forward
to mighty achievements worthy of the
men who wore the gray and of those
who wore the blue half a century ago?
They gave to the world a demonstra-
tion of the courage and power and the
strength and the patriotism of the peo-
ple of this land, while today we fret
because business is less active here and
there than it might be; we fret be-
cause a few days of torrid heat makes
us forget all the long days of glorious
weather; we fret at this pain or that
ache; we fret because this man or that
one fails to do his full share in the
world's work. How trivial seem all
these things, how utterly insignificant
and beneath our serious attention
when the thought of Gettysburg brings
us back to the realization of all the
horrors and all the sorrows, the moans
of the dying and the heartbreaks of the
loved ones left behind, all the heroism
of the men on the field and of the
women in the homes of every section
in the days that tried men's souls.

WARNING FROM AN AUTHORITY.

Hon. Charles N. Fowler, one of the
best-posted men in this country on the
currency question, says that the pro-
posed currency measure exhibits more
ignorance of banking economics and in-
volves more danger to business and
government than any other serious pro-
posal in fifty years. This is the sub-
stance of an elaborate discussion of
the subject in the *New York Times* by
Mr. Fowler, former chairman of the
banking and currency committee of the
House, which tallies with the state-
ment made last week in the MANUFAC-
TURERS RECORD, when we said:

So complete a control of the entire financial
interests of the country by a small
group of political appointees as is proposed
in the new currency bill would be one of
the most tremendous agencies for possible—
indeed, for almost certain—evil, of disas-
trous consequences to our country, that has
ever been created.

THE FACTORY AND THE FARM DEPENDENT ON EACH OTHER.

"The place for the factory is by the side of the farm" is an old saying
which has in it a certain amount of truth indicating the intimate relationship
which should exist between manufactures and agriculture. There is a mutual-
ity of interest between the farmer and the manufacturer not always fully
appreciated by either. Each is absolutely dependent upon the other without
always understanding the fact. Every manufacturer and every employe of the
manufacturer is vitally concerned in the development of agriculture in order
that a supply of foodstuffs may be available, and every farmer is equally inter-
ested in the advance of manufactures in order to furnish a market for his
products.

The State of West Virginia, for instance, strikingly illustrates the relation
between these two interests and shows why every manufacturer is concerned as
to the fullest development of agriculture. The Baltimore & Ohio Railroad
has very wisely seen that the greatest industrial progress of that State will
be hampered unless there is a larger utilization of the soil of the State for
the growth of foodstuffs, and has a bureau whose sole business it is to help in
developing the State's horticultural and agricultural resources. Here is a State
rich beyond compare in the resources which furnish a basis for almost limitless
industrial activities. A large area of the State is not available for agriculture,
but a very large portion of it can be profitably turned to the production not
only of staple crops, but of vegetables, fruit and live-stock. As it is now,
millions of dollars of meats, vegetables and other food products which ought
to be produced in the State have to be imported in order to feed the factory
and mine employes of West Virginia. A burden of additional cost is added
to the living of every factory and mine employe by reason of the dependence
of West Virginia upon other States for the foodstuffs which its own soil
could abundantly produce. The manufacturer and the mine operator and
the railroad are therefore vitally interested in developing to the fullest ex-
tent the agricultural potentialities of the State in order to provide better
and cheaper living conditions for their employes. Without this develop-
ment the fullest realization of the potentialities of West Virginia's timber and
mineral resources would never be reached in actual development. Every rail-
road, every manufacturing concern and mining company in the State ought to
make it a part of its work for the progress of West Virginia, indeed for its own
individual progress, to encourage agricultural advancement through a campaign
to set forth to the world the agricultural resources of the State and the demand
for agricultural products at home, and in this way every concern doing that
kind of work is specifically and directly advancing its own welfare.

Contented working people cannot be had where foodstuffs are scarce and
high. The manufacturer and the railroad, if from no higher motive than selfish-
ness, are vitally concerned in increasing the supply of foodstuffs at home in
order that better, fresher and cheaper products can be had than those imported
from elsewhere. Here is a field into which the railroads and the manufac-
turers of West Virginia may put forth energy and money to their own individual
profit, to the welfare of their working people and to the benefit of the whole
State, and in doing this they will add to their prosperity and make certain a
larger and better supply of contented, well-fed employes.

West Virginia, however, is only an illustration of this situation. Similar
conditions prevail in every other Southern State. Many Southern railroads are
very wisely presenting in their upbuilding campaign facts as to agricultural
opportunities. They realize that if they can bring a thrifty class of farmers and
fruit and truck growers from other sections they will not only be aiding the
progress of the State as a whole, but they will be directly benefiting manufac-
turers and preparing a way for the successful incoming of factory development.
These railroads are at the same time recognizing that many readers of industrial
publications, manufacturers themselves and their employes are, from time to
time, turning their attention away from the grinding work of city life to the
freer life of the country. They see the trend of population back to the farm.
They are reaching out after these city people, whether in factory or in store,
and presenting to them the opportunities available throughout the South for
those who want to get back to country life and into a region that offers the
largest possibilities for success. The fact that a railroad sometimes advertises
the agricultural resources of the country tributary to its lines through the MANUFAC-
TURERS RECORD is in itself proof of the wisdom of its managers. They naturally
turn to the farm magazines and papers in order to reach the individual
farmers of other sections, but they turn to an industrial publication like the
MANUFACTURERS RECORD to reach the land operators who buy large properties
for colonization purposes, and who in this way become great users of machinery
and developers of the country. At the same time they want to reach the
manufacturers and the mechanics or other city men who are inevitably turned
by the high cost of living to the possibilities of farm life, and they are
presenting to them the attractions and resources of different sections. In
this kind of a campaign they are not dealing in a retail way with the in-
dividual man already engaged in farming, but they are broadly educating
thousands of intelligent manufacturers and mechanics and big land operators

to a study of the conditions presented by the South. This is the kind of campaign that makes for the broadest and best development of the South. It is the sure foundation on which to build industrial progress. There is scarcely a small industrial town, or even a large industrial center like Birmingham or Atlanta, where the supply of foodstuffs raised in the neighborhood is not wholly inadequate to meet the needs of factory employees. Birmingham people have for several years seen the situation, and the leading manufacturers of the city are already at work striving to enlarge the production of vegetables and other foodstuffs in the immediate territory. They know that the welfare of the employees, and thus their own welfare, can never reach its highest point without this abundant supply of home-grown food products. It is well, therefore, that the railroads are so intelligently co-operating in this work.

The world at large knows about the South's capabilities in the production of cotton, in sugar and rice and tobacco, and to some extent in corn and other things, but it does not know of the limitless opportunities for diversified farming with a home market available for everything that can be produced. The work of the railroads has already produced great results. It has brought into the South a number of men of large means, some of them big manufacturers who have bought extensive tracts of land and are developing them on broad lines with the most modern power equipment. Until the entire country, the South and North alike, recognizes this mutuality of interest—the factory by the farm and the farm by the factory—the one to supply the food on which to live and the other to supply the market for the food produced, we cannot have as broad and rapid development as would be possible with a better realization of this condition. Let it be understood by every manufacturer that he is vitally interested in this work and that every railroad which is carrying on such a campaign in any part of the country is specifically working for his interest and the interest of all the manufacturing concerns of the country, and then, and not until then, will there be a proper recognition of its vital importance.

TIME FOR COUNTRY'S INTELLIGENCE TO LOBBY AGAINST THE INCOME TAX LAW AS PROPOSED.

The lawyers and the revenue collectors will revel in this new institution.

It is not the tax alone that the average citizen must bear; the accounting he must do will be the heavier burden. Accounts must be kept to the satisfaction of the Governmental inquisitor of the receipts and expenditures in the business and of the household, and mayhap for the information of the competitor of the knave.

It is a fine outlook for expert accountants, lawyers and revenue officers, but for bread-winners and thrifty business men it is not so pleasant.

In outlying districts and in States where the population is widely scattered, the expense of investigation and collection will be out of proportion to the returns.

With the income tax added, those already taxed in one form or another will have to pay more than they do now, and a very large part of what they pay will be expended for the support of the officers of the law charged to levy and collect tax.

Thus Congressman J. Hampton Moore of Philadelphia epitomized the unnecessary burdens imposed upon the people of the country in the proposed Federal income tax law as it passed the House of Representatives. Modifications suggested by the finance committee of the Senate, while in the right direction and tempering to some extent the rank injustices of the measure, really tend to complicate an already inchoate proposition.

In adhering to the fundamental evil of the bill—payment of the income tax at the source of the income—the Senate will leave practically unchanged the appalling situation so tersely described by Representative Moore.

The subsidiary but aggravating evil, the obscuring maze of the phrasing of the measure, has been minimized in part, but not sufficiently to spoil the fine outlook for lawyers, expert accountants and revenue officers, or to brighten the prospect for bread-winners and thrifty business men. There were 113,450 lawyers in the United States in 1900, an increase of 24,028, or at the rate of 27 per cent, in 10 years. It is fair to estimate that there are now quite 145,000 lawyers in the country. From that great army of individuals who thrive upon litigation, or upon advising means for the avoidance of litigation, has come hardly a sound bearing upon the litigant qual-

ties of the income measure, quite obvious to any intelligent layman. The hand of attorneys for certain corporations has appeared in protests to Congress against certain special phases of the measure, protests properly made and happily effective, and in the public press two or three attorneys whose names are usually associated with corporate enterprises have given expression to their views. But for the great body of persons affected by the income tax, the individuals or firms contributing to hundreds of thousands of incomes and the hundreds of thousands of individuals subject to the tax, still remains the necessity for employment of lawyers to guide them in meeting the requirements of the law.

That is as was to be expected. If laws were framed in simple, straight language intelligible by the average man, there would be little need for lawyers, except of the class concerned with great principles of the law and not dependent for their living upon litigation turning upon obscurities, complexities and contradictions of statutes. To maintain the status of the average litigant lawyer it is essential that lawyers of that class dominate in statu-making. It is not that such legislators deliberately frame statutes designed to cultivate opportunities for litigation; but, being of a litigant mind and trained to action at the bar turning upon imperfections in statutes or upon possibilities of confusing the minds of jurors, they subconsciously, in approaching new subjects of legislation, are influenced by their normal atmosphere.

Most corporations, great and small, have their retained attorneys. The new burden, the cost of lawyers, imposed by the income tax law, will rest comparatively lightly upon them. But it will be an untried and uncertain experience for the individuals involved in the plan. Likewise the individual taxables and the individual payers of the incomes will have to bear the greater part of the expense in the payment of extra bookkeepers and expert accountants.

The cost to taxpayers and to the sources of their incomes for legal advice, for reorganization of their book-keeping systems and for notarial fees

is likely to approach in volume the amount of money paid in income taxes.

The cost to the Government, which means, of course, the cost to the whole people of the country, of assuring the collection of the bulk of the income taxes due will absorb much of the income to the Government from taxes. Revenue collectors will, as Representative Moore says, revel in this new institution, for their importance will be increased by the great expansion in the number of their subordinates, which will be called for by the increase in the activities of their offices.

In that is presented the opportunity for a tremendous political advantage. It is not believed that such opportunity was consciously sought in the measure, for the reason that such an important matter as the army of collectors, deputies and clerks, and the consequent expense required for the administration of the law, apparently was not considered by the framers of the income tax measure. Now that it has been suggested, however, it is not unlikely that it may become a powerful inspiration to supporters of the measure in Congress, who hitherto have been moved to accept it blindly, and without trying to understand its provisions, under the absolute dictum of a party caucus.

One of the main reasons for the average Congressman's being at Washington, the providing of provender at the public expense for faithful party workers, has neared the point of disappearance with the extension of the civil-service classification. The thing has almost narrowed down to the appointment of personal secretaries, committee clerks, and such like, leaving as a last resort the promotion of legislation calculated to enlist the enthusiasm of the unthinking multitude, as in the provision in the pending income tax bill exempting all incomes less than \$4000, with the coincident announcement that only 425,000 incomes in a population of 93,000,000 will be affected, and as in the exemption from the tax of the salaries of all the officeholders in State, county and municipal governments of the country.

With 20,000 or 30,000 additions to the internal revenue forces, a chance to meet party obligations for members of Congress unequalled in 25 years, and with the salaries of the beneficiaries at the public expense of all the party machines in the whole country exempt from the tax, the taxpayers of the United States will confront a condition of helplessness for themselves against any further drains upon their resources by the politicians parasites upon them.

The prospect is, indeed, more alluring to the politicians than even to the lawyers and expert accountants who will fatten upon the income tax law as proposed.

It is about time for the intelligence of the country to organize itself into the greatest lobby that has ever attempted to influence legislation at Washington and to demand that, unless the politicians in Congress show themselves capable of framing an income tax that will not cost more than it comes to and that will not embody deliberate demagogic, they must save the Government from embarrassment and the people from incalculable expense and annoyance by not attempting to pass any income tax law.

Both demagogic and demoralization can be avoided by sending to the scrap heap of its origin the pending income

tax measure and substituting for it one containing no provision for payment of the tax at the source of the income, no supertax and no minimum liability to the tax greater than \$500.

HEAVY WORK IN RAILROAD CONSTRUCTION.

The views of the construction work on the Carolina, Clinchfield & Ohio extension, which are published on page 68 of this issue, show something of the country through which that road is building to a connection with the Chesapeake & Ohio at Elkhorn City, Ky. Most of these views were taken in the "Breaks of Sandy," a stretch of six miles, throughout much of which the cliffs rise on both sides sheer from the water to great heights. In some places the road will run directly from bridge into tunnel, as shown in the pictures of "Pool Point" and "Skaggs Hole." The view showing the side drift into "State Line" tunnel illustrates the tremendously heavy character of the construction in the "Breaks," where the grade must be cut from the flinty face of the cliff and the tunnel drilled through solid rock.

To the right of the "Towers" tunnel bulks the great cliff from which it takes its name, around which lies some of the most beautiful scenery, of the massive, rugged kind, to be seen east of the Rocky Mountains. At "Pool Point" the county road, following the course of a natural highway, winds along the face of the mountain, 500 feet above the river and 500 feet below the overhanging brow of "Falling Rock." The distance between the cliffs at "Pool Point" is so short that the water, forced into a narrow channel, has cut a pool so deep that it has never been sounded. This is one of the most noted fishing places on the river.

Work is being done on practically every mile of this road at the same time, and getting machinery and appliances to the places where they were to be used was one of the greatest difficulties encountered in the work of construction. The tunnels on the extension are so numerous—21 in 35 miles—that on one subcontract of one mile there are two. Most of these tunnels are being cut through solid rock, and a great deal of the grade must also be made in the cliff face, making it extremely expensive.

It is estimated that the extension will cost about \$150,000 a mile, and some of it, of course, will reach figures greatly higher.

To subsist an army of hundreds of workmen in a section of country so difficult of penetration is one of the problems the contractor has to meet. The road that must be traversed in going from the railroad at Elkhorn City into the "Breaks" is so rough that an empty wagon makes a good load for a two-horse team over much of the way, and more team must be employed to pull whatever the wagon carries. This, of course, adds greatly to the expense of construction.

It is expected that the road will be completed and that trains will be running from Dante to Elkhorn City by July 1, 1914. The name Elkhorn City will not be found in the Postal Guide. There the village is called "Praise." It lies on "Russell Fork" of the Big Sandy River at the mouth of Elkhorn Creek, and is the terminus of the Big Sandy branch of the Chesapeake & Ohio Railway.

**FEDERAL INTEREST IN A STUDY
OF HUNGARIAN MAIDS' COM-
PLEXIONS, HUNGARIAN
BEER AND A TUR-
KEY TROT.**

UNITED STATES COMMISSION
to investigate
AGRICULTURAL COOPERATION
in Europe,
DUNCAN U. FLETCHER, CHAIRMAN,
Southern Building,
Washington, D. C.
OFFICIAL BUSINESS.

So reads the inscription upon an official envelope which has been sent from Washington through the mails, carrying a "special cable," with this explanation:

Editor: These cable stories are supplied free, twice a week, by the American Commission on Agricultural Co-operation. The Commission is now studying co-operative agricultural banking and marketing in 14 European countries. The Commission was assembled by the Southern Commercial Congress.

Please let us have your views and any information you can furnish on these subjects. Address Duncan U. Fletcher, chairman, American Commission on Agricultural Co-operation, Rooms 300-320 Southern Building, Washington, D. C.

One of the latest of these "special cables" was dated "Totmeyer, Hungary, June 27," and in mimeograph form in its official envelope was in the postoffice at Washington, D. C., June 27, 4 P. M., ready for mailing to a gasping country. Some cabling that! It describes the entertainment on June 27 in the town of 3610 inhabitants of members of the American Commission on Agricultural Co-operation in "true Hungarian peasant style." Of 61 lines of this "special cable" less than four lines are devoted to co-operative credit, one of the main objects of the junket. Most of the other lines are full of the joyousness of existence. Some specimen extracts, in response to request for views:

The Commission was first welcomed in the People's House, a sort of town hall erected through co-operative effort. In the vestibule of the hall stood a line of 20 Hungarian peasant girls, evidently chosen for their complexions.

Ah, ha!

Then the peasant girls, in their brilliant native attire, began the dances of rural Hungary. These are wonderful dances, possible only for a dance-loving people. There was a luncheon served in the open with huge mugs of beer and the favorite cold meats of the country. The peasant girls were the waitresses, and great was the popularity of those members of the Commission who could master enough German or French to translate for their fellow-Americans a request to the pretty country maid.

Ah there, Joey Bagstock!

After luncheon dancing was begun again, and this time the Americans were invited to try their skill. The effort was not very successful, but the gypsy band was found able to improvise a form of "Everybody's Doing It," and so a turkey-trot exhibition was changed for the dance of the peasants. Cameras were produced, and a chapter of pretty faces added to the record of the Commission.

Tut, tut! as President Wilson would say at a foozle.

In the meantime may be recalled with pleasure the following paragraph in the agricultural appropriation bill, approved March 4, 1913:

That the President of the United States shall appoint a commission composed of not more than seven persons, who shall serve without compensation to co-operate with the American commission assembled under the auspices of the Southern Commercial Congress to investigate and study in European countries co-operative land-mortgage banks, co-operative rural credit unions, and similar organizations and institutions devoting their attention to the promotion of agriculture and the betterment of rural conditions, and for the purpose of its investigations the commission shall be authorized to incur and have paid upon the

certificate of its chairman such expenses in the city of Washington and elsewhere for the payment of the salaries of employees, clerks, stenographers, assistants and such other necessary expenses as the commission may deem necessary: Provided, that the total expenses incurred for all purposes shall not exceed the sum of \$25,000, and the said commission shall submit a report to Congress as early as practicable, embodying the results of its investigations and such recommendations as it may see fit to make.

Is the report of the Commission to include the 20 chosen Hungarian complexions, the chapter of pretty faces and huge mugs of beer served a la Hungary?

Students of things that have happened in Washington in the past four or five years cannot escape the impression that the American Commission on Agricultural Co-operation in its junket in Europe is essentially an advertisement of the "Southern Commercial Congress," and that the "special cables" are an advertisement of that advertisement. Without going into the question of the value to the country of the "Southern Commercial Congress," which has the support of quite a number of well-known and well-meaning men—although we can trace no tangible benefit to the South or to the country to its existence of more than four years—the mailing of these "special cables" leads to further questions.

What interest, if any, has the Southern Commercial Congress ever had in the Southern Building at Washington?

What interest, if any, have any public officials of the Government ever had in the Southern Commercial Congress?

What officials of the Southern Commercial Congress, if any, are Federal commissioners or other members of the American Commission on Agricultural Co-operation?

How and why did the \$25,000 appropriation get into the agricultural bill?

**DEVELOPING TEXAS IRON-ORE
FIELDS.**

Wesley Merritt, for many years industrial commissioner of the Santa Fe Railway system and one of the foremost men in this line of work in the country, has resigned his position in order to give his time entirely to the development of the iron-ore interests of East Texas. The MANUFACTURERS RECORD has on several occasions published elaborate reports in regard to the extent and character of these iron-ore deposits and plans which were being worked out for the shipment of ore to Galveston and its reshipment to Atlantic coast ports. The matter has now reached a point where Mr. Merritt, with his wide acquaintance with the iron and steel people of the country, has decided to give his time exclusively to the development of these great iron-ore interests. It may be expected that active shipments of this ore will begin in the not very distant future, and that sooner or later some plan will be made looking to the building of an iron plant in Texas to utilize these ores.

**FURNITURE MAKING IN NORTH
CAROLINA.**

The story of furniture making in North Carolina as typified in the furniture exposition now in session at High Point, a town in which there are 31 furniture factories, is published in this issue. It ought to be read by every man in the South who is interested in the general industrial development of this section. What North Carolina has done in furniture making other Southern States can do in that and other lines of industry. The initiative devel-

oped in North Carolina, the spirit of energy created by the development of manufacturing, and the industrial atmosphere seen everywhere in and around furniture-making cities, ought to stimulate every other town in the South to do the same kind of work.

**"COMMUNITY OF INTEREST" IN
SOUTHERN DEVELOPMENT.**

What is thought to be the third largest cement contract ever made in this country, exceeded in amount only by that for Panama and the one for the New York subway system, has been awarded to a Southern-made cement, through a Southern agency of the company, by a Southern contractor who is building one of the largest hydro-electric plants ever constructed in the South for one of the largest industrial interests ever established in the South.

These are interesting facts as indicative of the magnitude of industrial operations which are under way in the South. The contract, as previously announced in the MANUFACTURERS RECORD, is for about 500,000 barrels of cement, the order calling for between 450,000 and 650,000 barrels, and the possibilities, according to information given to the MANUFACTURERS RECORD, are that the full maximum quantity will be used. The contract was given to a Virginia-made cement to be used at Whitney, N. C., in building the dam, railroads and accessories to be constructed there in connection with the work of the Southern Aluminum Co., a \$10,000,000 French enterprise, details of whose extensive operations are given in this issue. It is estimated that the cement will be used at the rate of about 25,000 barrels per month.

The intimate relation that exists between every phase of industrial interests in the country is shown in this contract. A French syndicate is building a \$10,000,000 plant to manufacture aluminum. It gave the contract for a \$2,000,000 hydro-electric-power plant to a Georgia construction company. That company, in turn, buys half a million or more barrels of Virginia-made cement for its construction operations, and buys half a million dollars' worth of machinery equipment mainly, by the way, from advertisers in the MANUFACTURERS RECORD in the North and West. This only emphasizes the point that every industry in the country is vitally interested in the establishment of other industries. Every new wheel that turns in factory or on rail in any part of the South enlarges the opportunity for every other turning wheel or every wheel that may be made to turn in the development of industries and railroad operations. The construction of this plant will furnish many thousands of carloads of freight to the railroads and give employment to hundreds and ultimately to thousands of people. It will create a demand for machinery and equipment of all kinds. It will add to the prosperity of cement-makers, to the prosperity of railroads and of the people who make and sell machinery, and create a demand for all the home-grown foodstuffs the farmers of that vicinity can produce.

Through all the wide circle of the ever-spreading waves of business a great enterprise of this kind carries its forces for betterment of others.

We are too prone at times to think of an individual enterprise as affecting only the men who establish it or the men at work in it. Every enterprise is a part of the world's activities. The greater the industry the more far-reaching its influence. For in one way or another it affects the lives of thou-

sands, even of those who have never heard of the enterprise itself nor known that it exists.

In these days we hear much about "the community of interest" in railroads and banking circles. There is a "community of interest" indeed and in truth touching the life of every individual in the establishment and success of every enterprise, whether it be a few miles or a thousand miles from home. In the all-embracing "community of interest" in which influences cross and recross, touch here and there this life and that, this industry and that, all are vitally affected, and so every man, though he may not realize it, is vitally concerned as to the progress of every other man and of every industry. Through the changes that have been wrought in these modern days in which time and distance have been swept away all the world is brought into close touch. The war in the Balkans makes money scarce in every financial center in this and every other country. The price of cotton rules the affairs of many industries in many nations. The supply of foodstuffs affects all mankind; the progress of railroad activity and the prosperity or poverty of railroads are not simply matters of interest to the stockholders; they are equally as important to men who never owned a share of railroad stock and equally as important to the farmer who raises the grain of the Northwest or the early vegetables of the Southwest. Everything in the business world in the wideness of its ramifications in the "community of its interests" is affected by every change that takes place in all the business affairs of this country and every other.

A year or two ago Thomas A. Edison, in discussing this phase of modern life in an interview with the writer, tersely expressed it in the statement that the "run of fish on the Jersey coast affects the price of locomotives in Japan." No one with an imagination and a vision less far seeing than that of Edison would ever have dared to use such an illustration. Nevertheless, it strikingly tells the whole story.

A WORKER FOR HIS FELLOWS.

The Asheville Citizen is pleased to remark: "If you look at the top of the Charlotte Observer's editorial column you can readily understand why that paper sees nothing good in the National Child-Labor Committee. The principal owner of the *Observer* has several mills as a side line. Enough said." We did not know that Editor Caine is of so small a caliber as that.—*Charlotte Observer*.

Than D. A. Tompkins, one of the owners of the Charlotte *Observer* and one of the men whose inspiring genius makes possible that publication, the South has produced few greater men. When the story of the South's advancement out of the depths of poverty following the war is written one of the men who will receive credit for Moses-like work of leading it out of the wilderness and pointing it to the land of promise will be D. A. Tompkins. His work has been an inspiration to tens of thousands of people in the South and has added tens of millions of dollars to the wealth of the South. To his work, his engineering genius, his untiring energy, his pen and his voice—all for years in active co-operation to make known the resources of the South and to stimulate their development—is due much of the present prosperity of this section. Among the benefactors of labor in the South who have created employment for idle hands and who have given much of their lives to the betterment of labor conditions, sur-

rounding their employees with every opportunity for material, moral, physical and spiritual advancement, D. A. Tompkins ranks as one of the foremost. A carping criticism such as that quoted in the *Observer* is as harmless to him as would be a blank cartridge aimed at a mountain side. For two or three years Mr. Tompkins, though an invalid, has been able to give considerable time to his business operations, including his newspapers. A year ago, when the writer spent a day with him, he was beginning to feel that he had very nearly reached the end of the journey, and he spoke of the "slow waiting for the Master's call;" but, fortunately for North Carolina and the South and for thousands who are the better employed and who are living better lives because he has lived, his health has steadily improved. In the meantime his life, which he is now spending in the higher altitudes of North Carolina's mountains, is in an atmosphere above the reach of such petty criticisms as that quoted by the *Observer*.

THE NATION DRUNK WITH FALSE TEACHING.

Discussing the business situation and the dangers that confront it, the *Steel and Metal Digest* suggests two things essentially important to bring about a better condition. It says:

1st. Economy. The extravagance and wastefulness of recent years must come to an end.

2d. There must be a stop to the daily slamming of business interests by our legislators, to this tinkering and picking at business, which is more sensitive than the human eye, by those who, with the best intentions, do not seem to realize that their election did not endow them with any more experience and knowledge of any business subject than they had before.

The first is important. We are a nation of spendthrifts, and we do waste in extravagance much that ought to be saved, but our extravagance as a nation is not nearly so destructive to the welfare of the business of the country as the things mentioned under the second heading, *i. e.*, the slamming of business interests by legislators who think they have been elected to official position merely for the purpose of seeing how much they can say and do against business. But even the legislators in city, State and Congress would not have such disastrous influences as now follow their work if they were not voicing the mob spirit which rules the land today. The mob spirit finds expression at times in the pulpit, where the gospel should be preached; it finds expression in religious papers, many of them making statements that are absolutely incorrect, and accepting for publication articles that are wholly untrue, the untruth of which could easily be found by investigation. The mob spirit finds expression in a large proportion of the newspapers of the country, who today are catering to this rampant, anarchistic, destructive spirit. Men are taught lies by the wholesale; they peddle them out retail to every listener. Business interests of all kinds are denounced as though business was an evil and the creation of a great industry was something partaking of satanic work.

Unless there is a mighty change in these conditions, and men come to realize that it is by business interests that the world lives, and that the men who create a great business interest on safe and honest lines are benefactors, then we shall have to pay the penalty in sackcloth and ashes of national pov-

erty, with millions of men begging for work and begging for bread, and thus be brought to our senses. The nation is drunk on false teaching. The politicians are in part responsible for this condition; many of the newspapers of the land are sharers in their responsibility, for both are catering to a spirit of destruction, a spirit that rejoices in the downfall of industry instead of rejoicing in the benefit of upbuilding forces.

THE GIRL AND THE PAMPHLET.

The Southern Railway, through its passenger department, has issued a beautiful pamphlet, splendidly illustrated, printed in colors, of "The Land of the Sky." It is worthy of that magnificent country—a region that is becoming more and more famed throughout the world for its marvelous mountain and valley views, for the charm of its rushing rivers and splendid waterfalls, for the glory of its sunsets, for its giant cliffs, its quiet, shady nooks, its great stretches of meadow land, for its rough and rugged and awe-inspiring mountain peaks and wonderful gorges. But in one respect the Southern Railway's pamphlet falls short. Its cover piece shows a golf girl standing at the entrance to the golf field, with a railroad and the mountains in the distance. If this girl was intended to represent a North Carolina product, it may be said that no North Carolina girl ever looked like this one. If it was intended to represent a visitor from the North to the glorious mountain region of "The Land of the Sky," it is a reflection upon the beauty that develops in other regions than the South; for neither the West nor the North would be guilty of sending into Carolina a golf girl so unattractive as this one. In any assembly of North Carolina women folks, young or old, you can throw a stone in the dark and hit a better-looking girl than the Southern Railway has picked out for the frontispiece of this most beautiful pamphlet.

In every respect all else in the pamphlet seems worthy of the glorious country so splendidly pictured in this, probably the most beautifully illustrated publication which the Southern Railway has ever issued of "The Land of the Sky," but the girl should be promptly killed and a real North Carolina girl, a living, breathing creature with the breath of the mountains in her lungs, the tint of the heavens in her face, and the glory of the country in her soul, and not a weak, namby pamby inane creature. No bachelor, young or old, will ever be tempted to North Carolina mountains for a summer flirtation by this Southern Railway girl.

THE COTTON CROP.

The latest statistics of the cotton crop of the United States raised in 1912 collected by the Census Bureau shows 14,690,863 running bales, including linters and counting round bales as half bales. That was 1,418,486 bales less than the crop of 1911, which is the greatest crop ever grown in this country. The 1911 crop, with its seed, was worth \$859,840,000, but the crop of 1912 was worth \$60,730,000 more, or \$920,630,000. The highest price for any cotton crop of this country was \$963,180,000 for the crop of 1910, which amounted to 11,965,962 bales.

FINDING TARIFF FLAWS.

Eleventh-hour discovery of a "joker" in the tariff bill suggests that thirteenth-hour discovery may be made of other "jokers." The origins of the bill and the method of expressing it through the House of Representatives are in themselves a guarantee of vital defects in it.

The Wide Sweep of Construction Activities.

FACTS REVEALED IN A STUDY OF OUR CONSTRUCTION NEWS.

More than 32,000 brief and concise statements, revealing the wide scope of Southern industrial, building, railroad and financial activities, have been published during the first six months of this year by the Construction Department of the MANUFACTURERS RECORD. These items have appeared daily in the *Daily Bulletin* and weekly in the MANUFACTURERS RECORD—a constant "information bureau" on the inception, progress and completion of enterprises perhaps as varied as is the list of civilized human needs.

Beginning with buildings, and singling out homes for Southern families to live in—in some weeks we have noted from 150 to 200, these varying from dwellings of moderate size to those of palatial proportions; the opening of lands to fruit and farm cultivation, that the dwellers in these homes may be fed; the canning plants, where the fresh vegetables and fruits may be preserved against that period which we may no longer call "the barren winter time," since quick carriage and delivery of tropical and hothouse products make so much less clear the lines between seasons, but which, at least, marks a time when most trees and plants are not giving us their fresh products; coal and ore mining, to fill the furnaces and make the metal; electric plants to furnish power, heat and light; water-power plants, developing force to render the electric current available for so many manufacturing and other purposes; lumber mills, cutting great logs into timber for buildings and railroads; plants in which the cotton is ginned and baled, or made into cottonseed product; drilling of wells for gas and oil; furnaces where iron and steel are made, or foundries where the metals are converted into machines, castings or implements; construction for flood protection in the regions where the mighty waters flow; road building, such as this whole country is now developing for safe and pleasant travel; municipal improvements, including works to furnish pure water, and sewer systems to carry away and destroy all insanitary and harmful refuse; paving construction, that the cities may be beautified, dust lessened and transportation facilitated; telephone systems for that quick and marvelous conveyance of speech to which we have become so accustomed that we have forgotten to marvel; textile mills for the making of yarns and cotton goods, and factories where these same goods are made into finished garments for the millions to wear. All these are the subjects of what we call "items," and every one is a novel to "the man with the vision."

Novels are best when true, or, as one definition gives it, "the novel is a picture of real life and manners, and of the times in which it is written." In that sense, these items are most truly novels; for many are the travelers over the roads whose construction is described in these pages; many dwell in these comfortable houses, worship in these splendid church buildings, use and wear the products of these mills; yes, and those who do not own or pre-empt automobiles even travel over the railroads, whose plans and developments have been here chronicled, and possible candidates for future income-taxing are attracted to profitable investments in the financial securities and corporations we note.

These Construction Department novels are frequently serials, and we, too, as do other writers, often stop at a most interesting and exciting point; but the next day, or the next week, or just as soon as the project is furthered and such information obtainable, these progressive facts are concisely stated, as the careful and interested reader discovers. And no effort is spared that will bring to the attention of that subscriber and reader these facts as quickly as possible. In this respect, the chapter called "Machinery, Proposals and Supplies Wanted" is invaluable, since it records so many definite requests for proposals from contractors and machinery from manufacturers, as well as varied information regarding old and new devices for almost anything mentionable along business, manufacture and equipment lines, even sometimes asking for household utensils and furniture, which takes us back to the starting point of this comment—dwellings. And, referring to these "Wants," again we say, "as varied as the list of civilized human needs."

Under appropriate headings the items for June are detailed in the accompanying table, which also shows the number of items for the past six months. The items for January, February, March, April and May were previously given in detail.

The table follows:

	Total for 6 months.	Industrial and Developmental (Cont'd.).	Total for 6 months.		
<i>Industrial and Developmental.</i> June, months.					
Bridges, Culverts, Viaducts.....	70	383	Textile Mills.....	19	230
Canning and Packing Plants...	23	161	Water-power Developments.....	27	126
Clayworking Plants.....	23	139	Water-works.....	93	599
Coal Mines and Coke Ovens...	29	253	Woodworking Plants.....	38	280
Concrete and Cement Plants...	4	45	<i>Buildings.</i>		
Cotton Compresses and Gins...	28	192	Apartments.....	126	934
Cottonseed-oil Mills.....	23	102	Association and Fraternal.....	58	333
Drainage and Irrigation.....	28	163	Bank and Office.....	76	652
Electric Plants.....	81	659	Churches.....	108	787
Fertilizer Factories.....	13	73	City and County.....	60	458
Flour, Feed and Meal Mills...	12	111	Courthouses.....	27	166
Foundry and Machine Plants...	36	241	Dwellings.....	475	3,229
Gas and Oil Developments...	104	622	Government and State.....	38	192
Ice and Cold-storage Plants...	39	233	Hotels.....	76	428
Iron and Steel Plants.....	6	34	Miscellaneous.....	77	571
Land Developments.....	81	598	Railway Stations, Sheds, etc...	34	291
Lumber Manufacturing.....	89	600	Schools.....	275	1,318
Metal-working Plants.....	13	80	Stores.....	277	1,843
Mining.....	58	315	Theaters.....	21	204
Miscellaneous Construction.....	41	257	Warehouses.....	54	384
Miscellaneous Enterprises.....	71	691	<i>Railroad Construction.</i>		
Miscellaneous Factories.....	155	1,221	Railways.....	161	1,043
Motors and Garages.....	42	277	Street Railways.....	19	165
<i>Railway Shops, Terminals,</i>			<i>Financial.</i>		
Roundhouses, etc.....	19	87	Corporations.....	131	1,149
Road and Street Work.....	225	1,265	New Securities.....	416	2,442
Sewer Construction.....	80	430	<i>Total</i>	4,763	32,094
Telephone Systems.....	15	175			

The Nation and Water-Powers.

SECRETARY OF INTERIOR LANE WORKING OUT DETAILS OF NEW POLICY.

[Special Correspondence Manufacturers Record.]

Washington, D. C., July 1.

The policy announced by Secretary of the Interior Lane two weeks ago, regulating the development of hydro-electric power on the navigable rivers and streams of the country, embodies two radical changes from the rules in effect under previous administrations. The most important of these is that the lower the rate to consumers of electric or water-power the lower the charge to the company or corporation shall be on the part of the Government. Another innovation which appeals strongly to those contemplating the development of water-power proposition is that the Government will make no charge whatever for the privilege of utilizing the navigable streams for this purpose for a period of five or ten years, during which the power company is finding its market.

Under the act of February 15, 1901, the regulations regarding which, however, were not approved until March 1, 1913, any company or corporation occupying under a preliminary or final power permit for power sites of more than 100 horsepower total capacity (with certain unimportant exceptions) was required to pay a compensation to the Government of one cent for each developed horse-power for the unexpired portion of the calendar year in which the contract was made, and 1 per cent. additional for each succeeding year up to and including the tenth year, and thereafter at the maximum rate thus reached, and these rates were to be the minimum ones, the Government reserving the right to raise them to a maximum of ten times the amount specified.

A question that has bothered many of those interested in the general proposition of the amended rules regulating power development is whether or not the Government would attempt to claim jurisdiction over tributary streams which, combined, eventually result in navigable rivers, over which latter both the Interior Department and the Secretary of War hold a sort of combined control. Inquiry at the Department of the Interior today elicited the information that this was a much-mooted question which had never been adequately adjudicated; as a general principle the departmental heads believe that in cases where a tributary stream is dammed for the purpose of developing power and the flow of the stream is not interfered with to any greater extent than the temporary impounding of a reasonable amount of water, the Government would not attempt to interfere. In the West, however, where enormous amounts of water are impounded and then used for irrigating purposes, which practice might interfere with the navigability of a river into which such streams empty, the Federal authorities would doubtless have the power to regulate the volume of water so deflected from its ordinary course.

In the case of a water-power development along a navigable river, the whole of the navigable part of the stream being within the confines of a given State, the Federal Government would claim and enforce a prior right in regulating and controlling any such development, its control coming ahead of any intra-State regulation imposed by the government of the Commonwealth.

Secretary of the Interior Lane has pro-

vided a joint departmental commission, through which representatives of his department, as well as the Department of Agriculture, shall have charge of power matters in which both are interested. The Secretary has already appointed Dr. George Otis Smith, director of the Geological Survey; Edward C. Finney, assistant attorney, Department of the Interior, and N. C. Grover, chief hydrographer of the Geological Survey, as members of this commission representing his department. The Secretary of Agriculture has not as yet made his appointments. In reality, three departments of the Government are interested in and have some jurisdiction over navigable and other streams of the country, the Interior Department exercising jurisdiction over navigable streams and over streams, whether navigable or not, which flow through public lands, National parks and Indian reservations; the Secretary of War exercising something in the nature of a joint control with the Department of the Interior over navigable streams, where such streams cross public domains; the Secretary of Agriculture regulating the use of streams traversing National forests.

A new plan of co-operation between the Departments of Interior and Agriculture with respect to power permits on public lands or National forests has been agreed upon, and may be outlined as follows: In future persons holding permits for the generation or transmission of electrical power under either one of these departments will not experience any embarrassment or expense because of the transfer of the lands involved from the jurisdiction of one department to the other. Heretofore, owing to the fact that different regulations have existed in the two departments as to administration, those who have had permits for rights of way and other privileges over National forest land which were later put into the public domains, or over public lands which were subsequently included in National forests, have suffered considerable disadvantage and trouble. An adjustment has been brought about by Secretary Lane and Secretary Houston, so that after the issuance of one permit a record will be made of the transfer of jurisdiction from one department to the other, and notice will be given to the permittee, but the latter will not be required to file new application, maps or papers.

With regard to the policy of the Departments interested so far as it concerns the rights of those who already possess riparian privileges on navigable streams it was stated at the Department of the Interior that such rights will not be interfered with or the owners thereof subjected to the provisions of the new rules governing riparian rights, unless application should be made to the Department for the sale of or merging of some power company's holdings, when the latest rules and regulations would be imposed upon the new owners.

In the case of the application of the Birmingham (Ala.) Heat, Light & Power Co. for a permit to establish an additional power site development on the Black Warrior River, the Secretary of the Interior has referred the matter to the Secretary of War for his co-operation in granting the permit.

To recapitulate, the Federal Government can only exercise control in the way of regulating hydro-electric development or water-power projects of any kind which are located on navigable streams or non-navigable streams where they traverse lands owned by the United States, and will not disturb any previously organized power company's plants where the title to such properties as used both on land and water is a valid one, and where there is no attempt to stifle competition or in any other way carry on an illegal business.

In a case of a river which is navigable both above and below a certain point, due, for instance, to rapids, being dammed below such rapids so as to make it possible, through the installation of locks, to connect up the two navigable sections and at the same time furnish a considerable amount of power, the private corporation carrying through such a project would not receive any favors at the hands of the Government in excess of those enjoyed by a company which, under a permit from the Government, developed its water-power in the usual manner without in any way benefiting or adding to water communication between given points.

J. VAN VECHTEN BOSS.

ADVANCE IN COKE-MAKING.

Gas, Tar, Ammonia and Other By-Products Now Derived.

It is now 20 years since coke was first manufactured in by-product ovens in the United States. By this process all the products of the coal are conserved—first, of course, the coke, but also large quantities of coal tar, ammonia, gas and other constituents. It is asserted that in the by-product coke plants of the present day the by-products pay the cost of the process—that is, that the coke is clear gain. The old method of coke-making, by means of the beehive oven, which is in fact still largely in use, allows all these valuable by-products to waste absolutely.

The first plant using the by-product or retort type of oven was installed at Syracuse, N. Y., in May, 1893, according to Edward W. Parker of the United States Geological Survey. This pioneer plant consisted of 12 Semet-Solvay ovens and produced in that year 12,850 tons of coke. The plant has since been increased to 40 ovens. The second by-product plant to be constructed was one of 60 Otto-Hoffmann ovens at Johnstown, Pa. From these small beginnings the by-product branch of the coking industry has grown steadily, new plants being added each year until at the close of 1912 there were 5061 ovens of this type in operation and the production of retort coke for the year was 11,048,489 tons, or a little more than one-fourth of the total output. The making of by-product coke has materially developed along other lines than in the simple building of new ovens and increased production. The ovens of the present day are larger, higher and wider than those installed in earlier times. The charging capacity of the original ovens at Syracuse was 4.4 tons of coal and the time required for coking was 24 hours. Even at that time a gain of at least 50 per cent. in coking time was obtained compared with beehive practice, which required 48 hours for the production of furnace coke and 72 hours for the production of foundry coke.

The Semet-Solvay ovens of today hold at the average about 16 tons of coke. The exact capacity depends, of course, on the specific gravity of the coals used. The original 60 Otto-Hoffmann ovens at John-

son had a charging capacity of about 5½ tons each. The latest installation of United Otto ovens at Mayville, Wis., in 1912 have an average capacity of 10.33 tons of coal each. The coking time has been materially reduced, so that excellent furnace coke is now made in 16 to 18 hours. The development of modern mechanical appliances has also done much to forward the efficiency of the retort oven and to reduce the labor necessary per unit of output. The same crew of men who 20 years ago were required to handle 25 of the small ovens and who were carbonizing, say, 110 tons of coal a day, are able with modern equipment to handle 50 or more of the larger ovens, coking 1000 tons of coal a day. This represents an increase of about ninefold in the tonnage carbonized per man employed. These developments have been accompanied by marked improvements in by-product recovery in the manufacture of ammonia and other by-products. Twenty years ago the only ammonia recovered was in the form of crude liquor running from 12 to 15 per cent. ammonia. Now coking plants are producing ammonia liquor ranging from crude through the different grades required for the manufacture of flameless powder, etc., to the production of almost chemically pure aqua ammonia at one operation. Still another marked development in by-product oven practice is in the adaptation of the surplus gas to the illumination of cities and towns. In the earlier days the ovens produced only a small and irregular quantity of surplus gas of varying quality. Today by-product ovens in the United States are selling from 40,000,000 to 50,000,000 cubic feet of gas a day for illuminating purposes. Almost the entire supply of gas in some cities is derived from retort ovens. Among these cities may be specially mentioned Boston, Mass.; Camden, N. J.; Indianapolis, Ind.; Hamilton, O.; Baltimore, Md.; Duluth, Minn.; South Chicago, Ill., and Milwaukee, Wis.

Until 1908 the Semet-Solvay and United Otto (Otto-Hoffmann) ovens held the entire field of retort-oven practice. In that year, however, the Illinois Steel Co. constructed at Joliet, Ill., 140 Koppers regenerative by-product ovens. This plant was doubled in the following year and a number of other plants of this type have since been constructed in different parts of the country. In 1909 construction was begun on 300 Didier ovens at South Bethlehem, Pa., but they had not been put into blast at the close of 1912. During 1912 a bank of 22 Klonne ovens were completed at Muncie, Ind. At this plant all the gas from the ovens is supplied to the city of Muncie. The ovens are heated with producer gas made from the coke. Two recent installations of Semet-Solvay ovens, one at Waukegan, Ill., and the other at Indianapolis, Ind., are constructed on the same plan.

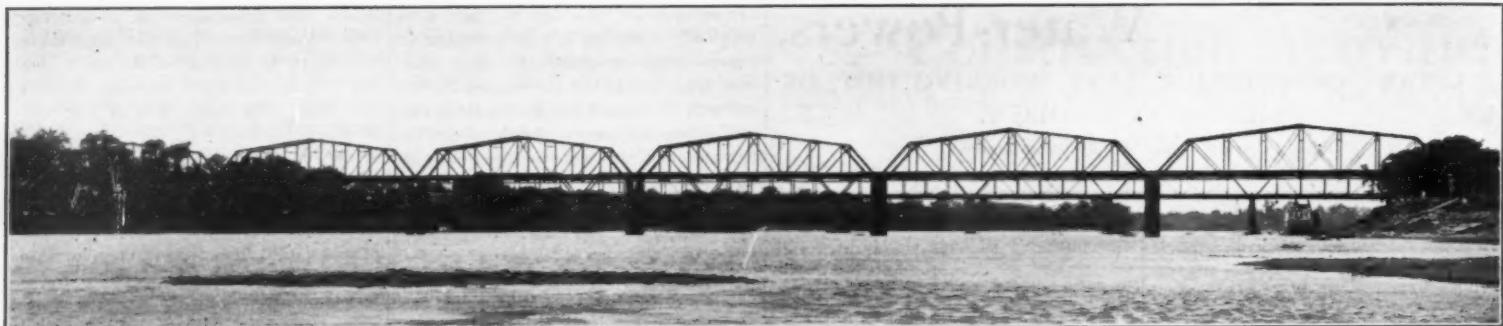
Georgia Lead Works.

The United Lead Co. of New York will establish a branch plant at Atlanta, and advises the MANUFACTURERS RECORD as follows:

"Masonry and steel building 40x200 feet; approximate cost \$25,000; lead pipe, lead trap and sheet lead machinery, about same cost additional. The contractors are H. J. Carr & Co. of Atlanta. The erecting operations are in the hands of H. A. Deniston, Chicago, head of this company's engineering department. The machinery equipment has all been arranged for, most of it being turned out in our own shops. The style of the plant has not yet been definitely determined, but it will probably be incorporated as the Georgia Lead Co."

The Business Men's League of Fisher, Ark., has been organized with C. W. Pittenger, president; B. A. Bowdon, vice-president, and J. D. Shearer, secretary.

THE 1200-FOOT RAILWAY AND WAGON BRIDGE ACROSS ARKANSAS RIVER NEAR MUSKOGEE, OKLA.



This bridge, built by the Missouri Valley Bridge & Iron Co. of Leavenworth, Kansas, for the Muskogee & Port Gibson Bridge Co., consists of six spans of 200 feet each. Concrete cylinder piers seven feet in diameter are set on concrete bases 14x30 feet, sunk 40 inches into the bedrock. The floor line of the bridge is 36 feet above the water level at the mean stage of the river. The photograph shows the Frisco bridge in the distance, giving the effect of a double deck or reinforced construction.

The Birmingham Iron Market.

Special Cor. Manufacturers Record.]

Birmingham, Ala., June 28.

With the approach of the usual semi-annual suspension of operations around July Fourth, all local markets are quiet, comparatively; yet there has been a decided improvement in the volume of inquiry for all of the several products, and the general outlook for the third quarter is considered good, notwithstanding the present low level of prices. Beginning early in next week, practically all operations except furnace will be reduced more or less extensively, and for a period of one week to ten days. As the majority of plants have operated steadily all during the year, the suspension will no doubt be of longer duration than usual, and such a condition is quite in accord with the general disposition to reduce the manufactured stock now on hand at the several plants. Two of the furnaces now in blast are to be blown out shortly after July 1, but no definite announcement in that connection has been made so far. Since the most recent reductions in the furnace output shipments have more nearly equaled the production, and stocks have not increased during the month to the extent expected. At two large plants the forwarding for the month is quite equal to the make in that time, but a significant portion of the output was stocked in other quarters, and on July 1 the aggregate accumulation will no doubt be considerably above 200,000 tons. The bulk of this tonnage is in the hands of two large interests, while the aggregate includes such tonnage as is covered by local warrants. Against the proposed make in the next two months a certain producer is accredited with having offered in Northern markets some 50,000 tons of foundry grades at prices very close to \$10 per ton at Birmingham for No. 2 foundry, and unconfirmed reports mention the sale of considerable tonnage at figures around \$10.50 per ton at Birmingham. However, the first quotation referred to is known to have been withdrawn soon after having been submitted, and it is quite certain that no tonnage is available at such figures at this time. The sales reported in the week involve an aggregate of some 10,000 tons, none of which is understood to have been sold at lower figures than a basis of \$11 per ton for No. 2 foundry. A lot of 2000 tons of high manganese iron was sold at \$12 per ton Birmingham, and 500 tons of No. 4 foundry sold at \$10 per ton Birmingham. In the main, lots of 500 to 750 tons each were demanded in the week, with prompt or third quarter delivery specified in the majority of cases. So far as is known, no tonnage whatever has yet been entered to cover the remainder of the year although ruling quotations would no doubt apply to all but two

brands. Since the reported offering of Birmingham iron at lower figures than a \$11 schedule the inquiry has come forward in larger volume from all sections of the trade. In the tonnage submitted, the offers of merchant interests are very conspicuous, but as a speculative feature generally accompanied such offers, the producers did not take kindly to such business, while the prices offered were not attractive in any case. There has been some trading in warrants, with the price consideration around \$10.25 per ton for No. 2 foundry and No. 2 soft. With the majority of sales being made in strictly Southern territory, and actual requirements only involved as a rule, the schedule of prices below represents the market; but where round tonnages are offered for advanced delivery, lower prices can no doubt be had on the grades comprising the larger part of the aggregate stock accumulation. The schedule is as below per gross ton f. o. b. cars Birmingham district furnaces, viz.:

No. 1 foundry, \$11.50.
No. 2 foundry, \$11.
No. 3 foundry, \$10.50 to \$10.75.
No. 4 foundry, \$10.25 to \$10.50.
Gray forge, \$10.25 to \$10.50.
Mottled, \$10 to \$10.25.
Standard basic, \$11.
Off basic, \$10.50 to \$10.75.
Warm blast charcoal iron, \$23.50 to \$24.50.

Local cast-iron pipe producers are still without large contract awards, but the reports of substantial lettings to Eastern producers has had a tendency to strengthen prices. A round tonnage is to be placed today for the requirement at Springfield, O., and an additional lot of water pipe to be installed at Cincinnati, O., is soon to be entered. These lettings will probably determine more definitely just what prices Southern makers are willing to consider, but are hardly of sufficient volume to fix the market schedule. A number of small orders have been placed locally, and of the requirements in sight, a lot of 1000 tons of gaspipe for Lagrange, Ga., is important. Some 500 to 750 tons of water pipe for the requirement at Miami, Fla., has just been awarded a local producer.

Coal mine operations are beginning to feel a shortage of orders, and spot prices have declined accordingly. Practically all operations will be suspended for a significant portion of July, although it is planned to add some 1000 tons per day to the output of steam grades through new operations to be under way by August 1.

Seventy-two-hour foundry coke has not suffered decline, and the movement has been practically equal to the production from all ovens. It has been necessary to curtail the output of furnace coke, and with further reduction in the active furnace capacity it is probable that one or

more batteries of ovens now in blast will be blown out. The completion of the battery of Koppers by-product ovens at Woodward, Ala., which is an addition to the plant originally installed of the same type is to be accomplished during the month of July, while the new ovens being erected by the Semet-Solvay Company at Holt, Ala., will be completed some time in the month of August.

In the finished material market mention is made of the more pronounced scarcity of specifications against recent contracts, and of the easier delivery of practically all shapes. It is not understood that the Ensley mill has recently been awarded substantial tonnages of standard rails, but indications are that the plant will be kept in steady operations all through the summer months while a large tonnage of new business is in sight. This last is from Southern railroads, of which the most important consideration is the requirements of the Southern Railways.

Old material dealers are yet unable to furnish quotations that are considered a fair representative of the market, owing to the nature of the demand and to the small volume of business being transacted. Several lots of miscellaneous scrap were sold in the week, but in each case bids were asked from the several local consumers, and as the holdings represented cleanings from yards, the prices involved cannot be taken as a criterion. There has been practically no inquiry from Northern or Eastern mills for some months, and local consumers have followed a hand-to-mouth policy in providing requirements.

At a recent meeting of the directors of the Woodstock Iron Corporation at Anniston, Ala., J. B. Carrington was elected president to succeed Ernest Williams; M. H. Maury was elected vice-president to succeed F. S. Kirkpatrick, and M. B. Wellborn was elected to the board of directors to succeed W. C. Ivey. It is understood that repairs to the furnace plant at Anniston will be commenced immediately, but no announcement has been made relative to the blowing in of the furnace at that plant.

The Alice furnace of the Tennessee Coal, Iron & Railroad Co. at Birmingham is to be blown out for repairs shortly after July 1. This company recently blew out two stacks at the Bessemer (Ala.) plant, leaving two stacks in blast at Bessemer.

Announcement is made by the Woodward Iron Co. that the new 400-ton capacity furnace at the Woodward plant will not be blown in until market conditions are more favorable.

The Chamber of Commerce of Gadsden, Ala., is preparing for a conference of farmers of Etowah and adjoining counties on July 3.

WITH UP-TO-DATE APPOINTMENTS

Completion of Robert Garrett & Sons' Banking House and Office Building.

The fact that every office except one in the new 12-story Garrett Building of this city was rented before the building was completed is of more than usual interest. Architecturally this is the most attractive office building in Baltimore. The banking house of Robert Garrett & Sons was established in 1839, the present firm representing the fourth generation of the Garrett family. The present members of the firm are Robert Garrett, Henry F. Baker and James C. Fenhamen. The building of this splendid banking house is indicative of the new spirit which is seen in many of the larger activities of Baltimore's business life at the present time. Robert Garrett & Sons will occupy the second and third floors of their new building, while among other occupants are to be the city offices of the State of Maryland, including the Governor's office, Board of Public Works, Insurance Commissioner, Bank Examiner, State Roads Commissioner and State Auditor. Other occupants of the building will include Claiborne, Johnston & Co., contractors; Black & Co., public accountants; Gathmann Engineering Co.; John D. Howard & Co., bankers and brokers; Hall Bros. Coal Co.; W. S. & J. S. Kuhn, bankers; Maryland Motor Car Insurance Co.; Social Service Corporation; William Salmon & Co.; Westport Brick Co.; R. Wattenscheidt & Co., insurance and real estate; Max Teichmann & Co., public accountants; Wells Bros. Co., contractors; Home Fertilizer Co.; W. S. McCurley & Co., insurance, and others.

The structural frame is of steel and concrete, and the building is made as nearly fireproof as possible. The exterior facing is of Indiana limestone, and the lower floors are finished on the interior with marble. Among the interesting features of the building are a restroom for women occupying about 1200 square feet, with a trained nurse in charge; a gymnasium on the roof under cover, with exercising apparatus for the benefit of the occupants of the building; handball court, locker-rooms, shower baths, etc.

Drydock and Marine Railway.

John J. Kane of Galveston proposes the construction of an 8000-ton drydock and 2000-ton marine railway on the bay shore, Galveston Island, west of the city limits. The site comprises 26 acres, with a water frontage of about 1000 feet, and Mr. Kane may acquire additional land so as to alter his plans and build a 10,000-ton drydock. The various improvements will require an extension of the steamship channel 30 feet in depth. The estimated expenditure for the improvements and plant is \$500,000.

By Hydro-Electric Energy.

YADKIN WATER-POWER TO BE UTILIZED IN DERIVING ALUMINUM FROM BAUXITE.

[Special Correspondence Manufacturers Record.]

Whitney, N. C., June 28.

Some eight or ten years ago the North Carolina Electric & Power Co. began here a hydro-electric development designed to generate by use of the waters of the Yadkin some 45,000 horse-power. After spending something like \$6,000,000 the promoters of the company were swept off their financial feet by the panic of 1907, and the enterprise was stopped. Later the property was taken over by the Southern Aluminum Co., an organization with \$6,000,000 capital, engaging French money principally, but having a few American stockholders. The former company was making its development for the purpose of furnishing electric current to various enterprises through this and nearby States; the present company will develop electric heat and energy to be utilized in producing aluminum from bauxite, and for turning the aluminum into its finished products.

The plans for construction adopted by the North Carolina Electric & Power Co. were somewhat unusual for an enterprise of such magnitude, and therefore of more than passing interest. They provided for a dam across the Yadkin at this place and the digging of a canal four miles long to a point four miles downstream for the purpose of securing the proper "head" for the water before throwing it into the turbines. The dam, which was practically completed, is only 35 feet high, and the impounding basin created by it would not have held any very considerable amount of water. The canal was expensive in construction, and would have required a considerable amount of money for upkeep. When the present company secured the property it was intended to carry out the plans of the former company practically as begun, and contracts were let for the completion of the dam and canal, the construction of the power-house and other buildings and the installation of the necessary machinery and appliances. These plans were then abandoned and succeeded by those providing for a development upon a considerably more comprehensive scale. Under the plans now being carried out the dam will be a short distance below the point at which it was formerly intended to place the power-house, and will be of such height as not only to furnish as much or more "head" on the turbines, but will reach to the level of the old dam, thus securing the benefit of the same impounding basin which it would have formed, with the addition of the four miles lying between the two dams. The dam to be built will be at the "narrows" of the Yadkin, where the hills come close down on either side, forcing the stream through a narrow channel, but widening out above so as to form quite broad bottoms, so that the area between the two dams which will be covered by water will be very much larger than that covered by the water above the old dam. In other words, the impounding basin created by the new dam will be several times as large as that created by the old, in addition to being much deeper. It will cover something like 6000 acres.

The dam will be 1300 feet long on top, 160 feet wide at the bottom, 20 feet at the top, and will stand 200 feet above the bed of the stream. It will be built with considerable curve, the convex side upstream. The construction will be cyclopean-concrete, and the structure will contain 360,000 cubic yards. The power-

house, which will stand a short distance below the dam, will be about 580 feet long and 60 feet wide, and will, together with its appurtenances outside the dam, contain 40,000 cubic yards of concrete. Its length will be up and down the river, and the water will be carried to its turbines by a canal running between it and the hill that rises almost sheer from the water. The gates will be set some 25 feet below the top of the dam, so that the water will go into the turbines with 175 feet of "head." Other building to be done will carry the total masonry work up to 450,000 yards. The rock excavation will reach 650,000 yards.

The contract for building the dam and power house was let to the Hardaway Contracting Co. of Columbus, Ga., and that concern has taken hold and is pushing the work in a manner that indicates its completion in contract time, which is about two years. The company has sent here one of its powerful working units, under the direction of T. A. Jamison, general manager, and with the almost constant supervision of B. H. Hardaway, the president, and has assembled for the job an entirely new equipment that represents an outlay of \$500,000. The crushing and mixing plant alone will cost when erected ready for work \$100,000. It will consist of one No. 21 gyratory 42-inch Allis-Chalmers crusher and six No. 6 Allis-Chalmers crushers, with four 54-inch sand rolls, driven by Allis-Chalmers motors of 1300 horse-power, and equipped with elevators, screens and bins for turning out 2500 yards of concrete in 10 hours. There will be four two-yard Chicago cube concrete mixers, built by the Municipal Engineering & Contracting Co. of Chicago. The concrete will be conveyed to the work in bottom-dump buckets by locomotives and standard-gauge cars.

Other equipment used will be thirty 20-ton derricks, with 115-foot masts and 100-foot booms, built by the American Hoist & Derrick Co. of St. Paul; twenty-five 40-horse-power special Lidgerwood hoisting engines; two 20-ton locomotive cranes from the American Hoist & Derrick Co.; twelve 38-ton American saddle-tank locomotives; thirty-eight 12-ton side-air-dump cars, from the Western Wheel Scraper Co.; twenty-five 50-ton all-steel standard flat cars, from the American Car & Foundry Co., St. Louis; ten miles standard track 70-pound steel rail, to be laid in the line to the work and in the yards; two 70-C and two 100-C Bucyrus steam shovels and two model 60 Marion steam shovels; forty Ingersoll-Leyner drills for tunnel work, and forty Ingersoll-Rand drills for outside rock work.

The power for the construction work will be furnished by the Southern Power Co. over a seven-mile line of standard steel towers erected for this contract alone from the company's Albemarle station. The line will deliver 5000 horse-power. The air for the drills and other purposes will be delivered from Ingersoll-Rand motor-driven compressors, using General Electric motors. The pipes from this plant will reach all points of the work, furnishing compressed air power wherever needed. A steam-driven air compressor of 300 horse-power has been installed for temporary use until the main station can be put in operation.

Large orders have already been placed with various concerns for material of one

kind or another to be used on this immense contract—with A. Leschner Sons & Co. of St. Louis for more than 100,000 feet of wire rope of various sizes; with the Jefferson Powder Co. of Birmingham for many tons of explosives; with the Carolina Portland Cement Co. for 450,000 barrels of Old Dominion cement.

Although the Southern Aluminum Co. is now building a railroad to the site of the dam, the contractors have constructed a temporary road for the purpose of saving time. This road crosses the river near the site of the dam on a bridge standing high on trestling and with a 90-foot steel girder span carrying over the main channel. A second girder span will be set to provide for the shifting of the current in high water.

Immediately above the eastern end of the dam site a double-barreled tunnel is being cut through a jutting spur of the mountain to return to the river about 900 feet below. Each side of this tunnel will be 40 feet wide and 34 feet high. When it is completed a cofferdam will be thrown across the river and its current diverted through the hill to the bed of the stream below, thus keeping it off the site of the main dam while the work of construction is in progress. The tunnels will be fitted with gates and after the dam is completed will be utilized to carry off flood water, to drain the pool to admit of repairs to the dam, or for any other purpose that may arise to demand. The work of cutting these twin tunnels has been sublet to Rhinehart & Dennis, the well-known railroad contractors of Washington.

The installation in the power-house will include sixteen 5200-kilowatt direct-current 550-volt machines and two 100-kilowatt alternating-current 6000-volt machines. The potentiality of the dam is estimated at 125,000 continual horse-power. The total energy developed will be utilized in the manufacture of aluminum.

The factory buildings will be situated on a hill at an altitude of 400 feet above the tailrace, and several thousand feet from the dam. There will be 14 furnace buildings, 1000x60 feet, in which will be electric furnaces for the reduction of the metal. In addition to these, there will be nine electrode buildings, four foundry, transfer and storage buildings, and a number of repair shops and storerooms. All these will be of structural steel.

The plant outlined here is the one planned in contemplation of the manufacture of aluminum pig, but it seems that the latest decision of the company is to carry the work on to the finished product, in which case rolling mills, wire mills and other finishing mills will be erected and the plant total very considerably enlarged.

The George constructing concern of Richmond, Va., is building the company's railroad from the plant to a connection with the Southern and the Winston-Salem Southbound.

The exact source from which the company will secure the bauxite to be used in making aluminum is not given out. Large deposits exist in Georgia, Tennessee, Alabama, Arkansas and possibly other Southern States, and from some of these the supply will be brought here to meet the electric energy necessary to its reduction. The plans of this company contemplate the production of 25,000 tons of aluminum annually. I am informed, not by an official of the company, but by a man who is conversant with the aluminum business, that the output of this company will be more than the entire present European output.

An industrial town will be built by the Southern Aluminum Co. near the plant. In building dwellings for its employes

consideration will be given to the matters of health, comfort and convenience, and the buildings will be of the most modern type of moderate-priced construction. Each home will be provided with bathroom and other sanitary arrangements, and each will have plenty of yard and garden space. Schools will be provided, churches will be built, and everything possible will be done to create about the plant a model industrial town, with a view to bringing to the service of the company the highest class of reliable labor. Some 3500 people will find employment at this plant when completed.

The chief executive force of the company will probably be kept at this place, where handsome and elegant homes have been erected for the officials, and which furnishes the site for a very beautiful town. Mr. P. Bunet, vice-president and chief engineer in charge of construction; Mr. W. P. Marseilles, general manager, and Messrs. Louis Roze and Pierre Berge, engineers, already have their homes here, some of them presenting beautiful pictures of rural residences, set in splendid parks filled with the natural forest growth, and overlooking the shining waters of the Yadkin. GEO. BYRNE.

FOR 650,000 BARRELS OF CEMENT

Big Order for Southern Product for Use on Southern Construction Work.

Referring to recent mention in the MANUFACTURERS RECORD of a contract for 500,000 barrels of Portland cement, Frank C. Ford, vice-president of the Carolina Portland Cement Co., Charleston, S. C., wires the MANUFACTURERS RECORD as follows:

"We have closed contract for cement required at Whitney, N. C. Our contract is with B. H. Hardaway Contracting Co. of Columbus, Ga., and is for all cement required to build dams, railroads and accessories for Southern Aluminum Co., a French syndicate developing water-power to sell and make aluminum. Our contract calls for 450,000 to 650,000 barrels for this work, and the probabilities are that they will use the maximum quantity. It is estimated that cement will be used at the rate of approximately 25,000 barrels per month. This is probably the largest cement order ever placed in North America with exception of cement for New York subway system and Panama Canal. It may be gratifying to note that it will be made by Southern mills for use by a Southern contractor in Southern work." This contract is for "Old Dominion" cement made at Fordwick, Va."

The Southern Aluminum Co., as heretofore detailed by the MANUFACTURERS RECORD, will invest more than \$10,000,000 for its hydro-electric development of 110,000 horse-power, constructing aluminum works, building town, etc.

British Cotton Growing.

The British Cotton Growing Association's report for 1912 shows an increase in the amount of cotton grown in new fields in the British Empire between 1910 and 1912 from 44,500 bales to 76,490 bales of 400 pounds each. The increases were in West Africa from 6700 to 11,890 bales, in East Africa from 15,800 to 37,100 bales, in the Sudan from 15,000 to 20,000 bales, and in the West Indies from 3500 to 6500 bales.

The Central American trade expedition, under the auspices of the Chamber of Commerce of Mobile, Ala., and composed of 16 wholesalers, manufacturers and other business men, has returned after a trip of 31 days, and has made its report to the Chamber of Commerce.



IN THE "BREAKS OF SANDY."



TOWERS TUNNEL SHOWING TOWERS.



CLINCHFIELD ROAD'S ENTRANCE
INTO ELKHORN CITY.



BRIDGING "OPEN FORK" AT NORA, VA.



NORTH END OF TUNNEL NO. 20 ON MC CLURE'S FORK.



SOUTH END OF TUNNEL NO. 19
ON MC CLURE'S FORK.



PATH AROUND "STATE LINE" TUNNEL.



"SKAGGS HOLE" WHERE THERE WILL BE A
BRIDGE AND TUNNEL.



SIDE DRIFT INTO "STATE LINE" TUNNEL.



TRESTLING AND GRADING ABOVE "MC CLURE'S FORK".



NORTH END OF TUNNEL AT "SKAGGS HOLE".



TUNNEL AND BRIDGE FOUNDATION IN SOLID ROCK.

**VIEWS OF CLINCHFIELD'S HEAVY CONSTRUCTION
THROUGH BREAKS OF SANDY**

Appalachian Forest Reserve

PROGRESS OF THE NATIONAL COMMISSION IN ACQUIRING TRACTS OF TIMBER LAND.

[Special Correspondence Manufacturers Record.]

Washington, D. C., July 1.

It is worthy of note that but approximately 91,000 acres out of a total of 713,415 of forest lands acquired by the Commission in the Appalachian Reserve are north of Mason and Dixon's line, and the one large and several small tracts going to make up the former amount are all located in the White Mountains in New Hampshire, with the exception of a small parcel in Vermont.

There are several reasons why the Government has seen fit to acquire nearly ten times as much forest land in the South as in the North, principal among which is the greater erosion of the soil in the former section; another reason is that forest land can be purchased much more cheaply in the South, and the third leading cause for this condition is the fact that a number of Northern States, such as Pennsylvania and New York, have so far, through their respective Legislatures, failed to pass enabling acts permitting the Government to acquire tracts of forest lands within their borders, but have in operation forest conservation programs of their own.

The Commission is acting under the authority of an act of Congress approved March 1, 1911, which carried with it an appropriation of \$11,000,000, to be used in the purchasing of approved forest lands and the cost of the administering of the department of Forest Service. This amount was to be expended, under the original act, at the rate of \$2,000,000 a year, which would have provided for the exhaustion of the fund by the end of 1915. The act was afterward amended removing any restriction as to the amount to be used each year. The Commission first lost \$1,000,000 of the appropriation because the act was passed after the first of the year during which the first \$2,000,000 was to have been expended, and another \$2,000,000 could not be used on account of the fact that suitable lands for purchase had not been surveyed and inspected soon enough.

Thus the available appropriation dwindled to \$8,000,000, about half of which has so far been expended.

The first Government forest reserve to be acquired upon the watershed of the Ohio River was approved for purchase yesterday by the National Forest Reserve Commission. This purchase is included in what is known as the Monongahela area, and the Commission considers it an important one, since the Ohio is one of the most used navigable streams of the country. Last year the Pittsburgh Flood Commission made a special study of reforestation at its headwaters.

Four areas in all were approved, including the Monongahela, and making up the largest set of purchases passed upon at any one time by the Commission. They aggregate 113,900 acres and bring the total of all the national forests in the East up to 713,415 acres. Of this amount about 300,000 acres were acquired during the fiscal year ending June 30, 1912, and 400,000 acres during the fiscal year ending yesterday.

The Monongahela area contains a large section of the uplands at the very head of that river. Two tracts will be acquired, with an aggregate acreage of 20,587 acres. The forest examiners report this region as better than the aver-

age in timber productiveness. It bears spruce and valuable hardwood timber, such as poplar, basswood and white oak. The price paid by the Commission ranged from \$3 to \$4 an acre, with an average of \$3.06.

The second area, known as the White Top, from the mountain which it contains, consists of six small tracts aggregating 10,437 acres. It lies near the junction of Virginia, North Carolina and Tennessee, and affects the watershed of the Holston River, which in turn flows into the Tennessee. Four of these six tracts adjoin lands already bought or in process of acquisition, while the remaining two will connect with areas now being examined with a view to purchase.

The prices vary from \$3.50 for cut-over lands to \$10 an acre for lands covered with a fair stand of timber. The average price is \$5.18 an acre.

The Natural Bridge area, near the famous Natural Bridge of Virginia, involves three tracts, the largest containing 2676 acres. This is well timbered and close to the Glenwood estate already acquired. The second is 644 acres, and the third only 100 acres, which represents an interior holding within lands which have already been purchased. The highest price paid in the Natural Bridge area is \$7.50 an acre, with an average of \$6.64.

The Shenandoah area includes a large part of the uplands at the extreme headwaters of the James and Shenandoah rivers, and the present recommendation will mark the first purchase made in this area. Forest protection on these watersheds, according to experts, may be expected to benefit the navigability of the Potomac and James rivers. Six tracts, aggregating 79,464 acres, are recommended for purchase. The lands are in part cut over, in part so badly burned that they have borne no merchantable timber within the past generation, and in part covered with timber of commercial value. Prices in the Shenandoah area vary from \$3 to \$4 an acre and average \$3.01.

The Commission is not contemplating the making of any other purchases of importance during the fiscal year which begins tomorrow, but will largely confine its efforts to acquiring small tracts which will serve to round out large sections already acquired.

The acquirement of the William H. Vanderbilt tract of approximately 68,000 acres, located at Mt. Pisgah, southwest of Asheville, N. C., has been practically abandoned. This conclusion has been arrived at, partial because of the relatively high price at which the land was held, but more particularly on account of the forest conservation efforts which Mr. Vanderbilt is putting forth in his wooded land, and because of certain embarrassing restrictions which he has created in contracts affecting his forests which he has made with outsiders, and which the Government would have to abide by.

J. VAN VECHTEN BOSS.

Pacific systems would be the Southern Railway, with which the Pennsylvania has already desirable relations. For the latter to purchase an actual interest therein would not be exceedingly expensive, because of the comparatively low price of Southern shares in the market (about one-fifth of their par value) at the present time. Not that there appears to be any probability of the Pennsylvania making any such purchase; there are no indications of such an intention; it is merely one of the possibilities of an interesting railroad situation, and who shall say it may not be realized. By this route it is 1370 miles from New York to New Orleans; by the way of Louisville it is 1674 miles.

But there is another route which might be made up if the Pennsylvania bought into the Atlantic Coast Line, which would make it 1507 miles from New York to New Orleans, or only 137 miles longer than the route via the Southern Railway and its connections. This is via Waycross and Thomasville, Ga.; River Junction and Pensacola, Fla., and Flomaton, Ala. If the Southern Railway could not be secured for the Pennsylvania connection to New Orleans, the Atlantic Coast Line's route would seem to be the next best, for its control of the Louisville & Nashville would assure an uninterrupted through line between Washington and New Orleans.

Speculation concerning the situation has not left the Seaboard Air Line out of consideration in connection with the Pennsylvania. With this system there is the possibility of establishing another line from New York to New Orleans which would be only 34 miles longer than the Southern Railway route, the advantage of which lies in the directness of its road from Washington to Atlanta via the old Piedmont Air Line. The Seaboard route would be via Richmond and Norlina to Atlanta; thence it would be the same as the Southern's via the West Point route to Montgomery and the Louisville & Nashville from there to New Orleans.

Altogether a very interesting situation is presented by the promise that the Pennsylvania will acquire an amount of Southern Pacific shares equivalent in value to its holdings of Baltimore & Ohio stock in exchange therefor. It remains for the Pennsylvania to decide how it will establish closer physical ties with the lines of the Southern Pacific via New Orleans. The Pennsylvania reaches Washington, Louisville and St. Louis. As the latter is out of the question, such a connection as might be wished would have to be made via either Washington or Louisville. The Pennsylvania also has joint ownership in the line from Washington to Richmond.

The connection of the Baltimore & Ohio and the Union Pacific roads is a simple proposition, inasmuch as it practically exists now via the Chicago & Alton Railroad, which is a Harriman property, via St. Louis and Kansas City, and also via the Illinois Central from Chicago to Omaha, in which latter the Harriman interest is large, although not controlling. Thus there are already two connections between the two systems by means of which both freight and passenger traffic could be interchanged. This will make practically a coast-to-coast route between the Atlantic and the Pacific oceans, and it will come about as near to constituting the long-talked-of transcontinental railroad as could be expected at this time.

By the northernmost of these two routes there would be a most direct line from tidewater at Baltimore via Chicago and Omaha to tidewater at San Francisco and Portland, and by the southernmost

Interesting to the South.

POSSIBILITIES IN THE DISSOLUTION OF UNION PACIFIC AND SOUTHERN PACIFIC COMBINATION.

Now that the United States Court at St. Paul has decreed the dissolution of the Union Pacific and Southern Pacific railway combination, and has consented to the exchange by the Union Pacific of part of its holdings of Southern Pacific stock with the Pennsylvania Railroad for the latter's holdings of Baltimore & Ohio Railroad shares, two important transportation situations are promised and will doubtless soon be realized. Perhaps the most conspicuous of these is the opportunity presented to the Harriman interests to increase their holdings in Baltimore & Ohio and making it practically a Harriman road, although the amount of stock held by those interests will not total anything like an actually controlling sum, but it will be so large that its influence of the vote of other shares in sufficient quantity will doubtless help to shape the policy of the company. The other notable development is that the Pennsylvania will become interested in the Southern Pacific, which practically assures the establishment of closer traffic relations between the two roads.

This latter is especially interesting because there have been recent revivals of rumors that the Pennsylvania would acquire control of an important system in the South. In fact, it was flatly said that the Atlantic Coast Line would be acquired, although this report was immediately and positively denied by its controlling interests. But, in view of the deal for the Southern Pacific shares, it would seem likely that the Pennsylvania is more than ever to be expected to purchase an interest in some road which will link it with the Southern Pacific and thus place it in a position to command the flow of traffic to and from its own lines. For

freight purposes an arrangement with the Louisville & Nashville (which the Atlantic Coast Line controls by stock ownership) would be highly advantageous, although the route via Louisville to New Orleans, where connection with the Southern Pacific would be established, is 300 miles longer than the Southern Railway route via Washington. The Louisville & Nashville is, however, building up for itself a fine double-tracked route down through Tennessee into Alabama, and will soon be in a position to handle a great amount of business rapidly with a very satisfactory showing on through business from New York, even in comparison with a route of less mileage.

In transportation circles it used to be thought that the fixed boundaries of the Eastern trunk lines were the Hudson River on the east, the Mississippi River on the west and the Ohio and the Potomac rivers on the south. But now it is realized by thoughtful individuals that these boundaries will not exist excepting so long as it may to the advantage of the lines preserve them inviolate. Therefore, who shall say that the Pennsylvania will not dominate some system in the South, and that before long. It is the greatest railroad organization in the world as regards gross revenues and in the respect of financiers. The magnitude of its business is made most impressive to the average man by the fact that in 1912 the aggregate gross earnings of the system averaged more than \$1,000,000 for each day in the entire year, Sundays included, the total revenue having been over \$371,000,000 for the 12 months.

At present it would seem that the road most suitable for a desired connection between the Pennsylvania and the Southern

route there would be a direct line also from Baltimore and other Eastern coast cities to Denver. That there will be a much larger amount of business exchanged by the two systems is considered assured for the Union Pacific, when the terms of the court's decree are fulfilled, will have, it is said, between \$75,000,000 and \$80,000,000 of Baltimore & Ohio stock out of a total of \$210,250,000 of common and \$60,000,000 of preferred. With such a weight of authority in the affairs of the Baltimore & Ohio, it would be strange if the Harriman interests did not obtain from it much more business than they now do and also turn over to it a heavy increase over the amount of traffic which the Union Pacific now gives its lines.

Mineral Springs of Georgia.

This is the title of a very interesting and valuable report just issued by the State Geological Survey. The report is a volume of more than 200 pages, well illustrated with about 50 half-tone cuts of the different mineral springs of the State. It also contains a map of the State showing the location of each individual spring. The first 20 pages of the report discusses at some length the following subjects: History of mineral springs, definition of mineral waters, origin of mineral waters, thermal springs, medicinal value of mineral waters, classification of mineral waters, geographical distribution of mineral waters and the solid and gaseous constituents of mineral waters and their medicinal effect. Following this introductory part of the report is a detailed description of nearly 200 individual springs, giving their location, accommodations offered for guests and the chemical analyses of the waters. In the back of the report is to be found a list of the mineral water producers of the State, a table showing the amount and value of the mineral waters of Georgia produced annually from 1900 to 1912, inclusive, and also a table giving the classification of the mineral waters of the State.

The State Geologist, in a prefatory note of the report, states that the great majority of waters therein described were collected by him personally, and that all analyses, with but few exceptions, were made in the laboratory of the State Geological Survey under like conditions, so that no difficulty will be experienced in comparing the analyses.

A table has been added in the back of the report giving the classification and analysis of each water. By the use of this table the physician can readily select the water most suitable for his patient without having to peruse the entire volume. Persons wishing a copy of this report can obtain the same from S. W. McCallie, State Geologist, Atlanta, Ga., upon payment of the postage, 16 cents.

Kentucky Pipe Line Co.

The Kentucky Pipe Line Co., Louisville, has been incorporated, with \$2,000,000 capital stock, to pipe natural gas from West Virginia to Louisville. This corporation will be controlled by H. M. Bylesby & Co., Chicago, who last week obtained at Louisville a 20-year gas franchise in the name of the Louisville Gas Co., subsidiary of Mississippi Valley Gas & Electric Co., controlled by Standard Gas & Electric Co. The ordinance includes the right of Bylesby & Co. to acquire the Kentucky Electric Co. and the Kentucky Heating Co. These companies were heretofore announced combined as the Louisville Gas & Electric Co., chartered with \$18,000,000 authorized capital under the management of Bylesby & Co.

TO DEVELOP SMALL FARMS.

Planned Co-operation of Landowners and Railroad Near Albany.

The Central of Georgia Railway, through its agricultural department, will co-operate with landowners to develop for the settlement of Northern farmers 4000 acres of land three miles north of Albany, Ga. Secretary E. B. Adams of the Chamber of Commerce of Albany, which was active in bringing about this co-operation, says that the part of the tract lying along the main line of the Central will be developed by the experts of the railway as a test farm that good roads would be built through the property, which is to be divided into small farms, and that everything possible will be done to welcome the newcomers. He adds:

"The Central has started along the right line. The concentration of the energies of the entire agricultural department of the Central on the Albany tract is promised, and it will mean a new era for Albany. Several hundred white farmers will own their own farms within a few miles of Albany. They will patronize Albany stores, will invest in Albany property, and will increase our land values, and, of course, will become imbued with the Albany spirit. Our organization has been on the lookout for some time for a tract of land to be colonized. It has been much discussed. We had just about settled on a tract, and would no doubt have closed within a few days for a 1000-acre tract to be colonized, when we found that the Central could be interested here. We immediately threw our support to the larger development of the Central, and shall put our shoulders to the wheel to help. It is a proposition the entire South is interested in. It is absolutely the biggest development project along the broadest lines, with the biggest chance for success for the railroad, for the settlers and for us that I have ever heard of in my experience in commercial work. It is a big proposition, absolutely unselfish, built on a broad scope and typical of such men as Vice-President Winburn and Mr. Jackson."

Mr. J. F. Jackson, agricultural agent of the Central of Georgia Railway, says:

"We can find farmers who want to come, but farms of 200 acres and less, such as they want, are scarce and scattered, and we must compete with other sections which can offer them a choice of a number of small farms in certain localities. Our section offers greater money-making possibilities than any other, but in order to satisfy our inquirers who have told us just what they want, we have been forced to select the best available tract along our line for a settlement of Northern farmers, arrange to have it subdivided, each small farm appraised and offered for sale at a reasonable price. As soon as the surveying and appraising is done these small farms will be offered to our present correspondents, and, if necessary, to new inquirers reached through our advertising the coming season. The Southeast is not a new country with all the land for sale, and securing new settlers for it is a different proposition. Advertising alone will not do it, for the individual homeseeker must have help to find what will suit him. The way it must be done is to first reach the class of settlers you want; second, find out just what will please them, and third, find and definitely offer them just such farms as they want. We have been able to do the first two things, and now that we have secured this tract near Albany, we can complete the system and get the settlers."

Writing further of the project to the

MANUFACTURERS RECORD, Mr. Jackson says:

"We have not bought the land, but control it under an agreement with the owners, whereby they are to subdivide it into small farms, have each farm appraised by representatives of the owner and this company, and sell the land at the appraised prices on easy terms, in consideration of our devoting special efforts to finding buyers for the land. We feel confident we can find settlers to take up these lands within the coming year, for they are just what most of our inquirers want. In fact, we were obliged to find something of this sort in order to satisfy them. When this tract is once settled up we will have started a stream of homeseekers toward the Albany district, and can then take up similar propositions at other points along our line. Our conditions are so different from those of new sections of country, where a great number of small farms of the sort desired by homeseekers are for sale in each locality, that it has been difficult for us to compete with these other sections when we could offer homeseekers nothing but single tracts located at different points and necessitating considerable travel and expense for investigation. With this exception, the Southeast can unquestionably offer greater opportunities to farmers seeking new homes than any other section. The farm settlement plan will overcome our handicap in this respect, and will eventually have an influence toward dividing up many of our large plantations."

Muscle Shoals Improvement.

H. Burgess, Major, Corps of Engineers, United States Engineer office, Nashville, Tenn., has issued the following circular:

"The board on the improvement of the Muscle Shoals section of the Tennessee River received bids on June 24, but upon representation that the time given previous to the opening of these bids was insufficient to permit the companies to make a full and complete investigation of conditions, the board agreed to give further time to such power companies as desired to offer further bids. The time set for receiving further proposals will be 11 A. M. December 11.

"While the board's plans are considered desirable for the combined improvement for navigation and power, bidders may submit such alternative plans as they see fit. It will be very much easier for the board to make a true comparison of bids, however, if the location of dams for any project be the same as those selected by the board, and if the crest elevation of the dam at Sweetwater Creek be given the elevation of either 465 or 500, that dam No. 3 of the board's plans be given elevation 500 (if included in the plans of the bidder), and that dam No. 4 of the board's plans be given elevation of 540 for the top of movable crest and 528 for top of fixed portion of dam. The bids received in December may be either for (1) a lump sum contribution by the company toward the entire work of construction of locks, dams, abutments and substructures of power-houses, land damages, etc.; or (2) it may provide for an annual payment to the United States at so much per horse-power, or a lump sum per year for the lease period, assuming that the United States puts in the above structures, and that the lessee installs hydro-electrical equipment and constructs necessary transmission lines, substations, etc.; or (3) the bids may be a combination of these two methods of co-operation. The bids should be based on three different periods of lease, viz., 100 years, 50 years and 20 years. Should any bidder be unable to

make a proposition on the shorter term leases, he should so state in writing, giving his reasons therefor. Bidders should enclose with their bids sufficient evidence to show what financial backing they have, in order to enable the board to give proper weight to their proposals."

Southern Public Utilities Co.

Z. V. Taylor of Charlotte wires the MANUFACTURERS RECORD as follows:

"Southern Public Utilities Co. organized to take over public-service properties in Charlotte, Winston-Salem, Hickory, Thomasville, China Grove, Belmont and Mt. Holly, in North Carolina, and Greenville, Anderson, Chester and Fort Lawn, in South Carolina. Officers: Z. V. Taylor, president; A. V. Harrill, vice-president; E. C. Marshall, treasurer; W. C. Parker, secretary."

This company has taken possession of the Anderson (S. C.) Water, Light & Power Co., which it arranged to purchase several months ago. The Anderson property is said to be rated at about \$1,000,000, and various improvements are proposed, including the construction of a transmission system to convey electricity to Anderson from the wires of the Southern Power Co. of Charlotte, with which the new corporation is allied, Mr. Taylor being president of both companies. The new company has an authorized capital of \$5,000,000.

Southern Iron and Steel Works.

The Southern Iron and Steel Works, Jacksonville, Fla., writes to the MANUFACTURERS RECORD as follows:

"Our factory was destroyed by fire on June 16. The building was 110x250 feet. We expect to rebuild a concrete and steel construction building throughout, two stories high, and intend to install in connection therewith a steel plant for the manufacture of steel castings, as well as a line of first-class up-to-date machine-shop tools, with turrets and all modern automatic machinery. We expect to install a 500-horse-power oil engine, with electric generating outfit, all the machinery to be operated by independent motors. Pattern-making machinery will also be installed, with a modern pattern storage vault, as well as foundry for gray iron castings. There will be two buildings, one for machine shop and the other for gray iron and steel foundry. Plans are now being prepared for the building, and will be ready in about 30 days. The H. G. Perring Engineering Co. of this city is the architect."

North Carolina Geology.

Volume III of the publications of the North Carolina Geological and Economic Survey, which has just been published, is a report on the coastal plain deposits of the State, prepared in co-operation with the United States Geological Survey, under the general supervision of Dr. T. Wayland Baughan and under the direct supervision of Dr. William Bullock Clark. The volume, of more than 550 pages, carefully indexed, is divided into two parts, the one treating on the physiography and geology, prepared by Dr. Clark, Prof. Benjamin L. Miller and Dr. L. W. Stephenson, and the other dealing with the water resources, prepared by Dr. Stephenson, B. L. Johnson and Horatio N. Parker.

Clinchland Timber Corporation.

The Clinchland Timber Corporation, Big Stone Gap, Va., has been incorporated with \$300,000 capital stock and the following officers: President, A. K. Morison; secretary, J. G. Nesbit; treasurer, R. T. Irvine.

Exposition of the Furniture Industry of the South.

[Special Correspondence Manufacturers Record.]

High Point, N. C., June 30.

The Southern Furniture Exposition, which was inaugurated here on last Thursday, June 26, promises to grow into one of the most interesting, instructive and profitable of the South's permanent exhibitions, if judgment may be entered upon the evidence presented while the affair has yet finished but three working days.

The furniture merchant does not buy goods as does his friend, the dry goods merchant, or the grocery merchant, from samples. The commercial traveler who goes abroad representing the manufacturer of furniture cannot carry a line of samples. The best he can do is to show pictures of his wares, and these are unsatisfactory at best, and sales can be made from them only after the factory has established an impeccable reputation for quality of output and fair dealing. The furniture merchant, therefore, visits the market from year to year to see what is what in furniture, and to make his purchases after personal visual inspection.

It has become the custom in Grand Rapids, Chicago and New York, the great furniture markets, to hold twice each year a furniture exposition, and these are visited by dealers from all over the country, who then either make purchases or else study styles and workmanship in preparation for the visit of the "drummer," who will come to them at the season when they wish to buy. To get the benefit of these assemblies of dealers the leading furniture factories of High Point and other North Carolina cities have year after year shipped exhibits to these various expositions at the cost of many thousand dollars. With 88 furniture factories doing business in 31 towns, the North Carolina manufacturers reached the conclusion that they should have such an exposition once or twice each year inside their own State, with a view to building up a market at home. Of the 88 factories in the State, High Point has 21, and these 21 furnish more than half the output of the State, measured in dollars. High Point manufacturers, therefore, thought this was the proper place for the exposition, and so, after discussing the matter in a more or less desultory way for several years, they decided to make a start. They invited other towns in this and other Southern States to join with them in making the exhibits, and asked furniture dealers from all over the country to come and look them over, with a view to purchase if they liked what they saw.

No special building was prepared, but all the available vacant space in the city was secured, and this was soon engaged by those who early signified a desire to make exhibits. Those who were late in applying for space found themselves left out. The exhibitors number 100, and include most of the factories in North Carolina, with a sprinkling from other States—Georgia, Virginia, Maryland, and even some special exhibitors from Oregon and Connecticut. The exhibits include household and kitchen furniture of all kinds, from the cheapest to very high grades, chairs, desks, tables of all kinds, bed-springs and mattresses, office supplies, cradles, cribs and children's furniture, and such accessories and kindred things as mirrors, picture frames and molding, etc.

The attendance for the first three days was far in excess of what was anticipated,

and it is expected that it will be greatly increased after July 4, as most of those signifying their intention to attend and applying for reservations at the hotels set the time after the nation's midsummer holiday. The exposition will run until July 12, and it now seems assured that at least a thousand dealers will have visited High Point between its opening and closing days.

If the success of the exposition is such as it now appears it must be, it will be made permanent and a large exposition building will be erected to house the exhibits. Tentative plans for such a building have been made by Herman Robert Hersh, an architect of this place, and something very much like it will doubtless be adopted if the plan for permanence goes through. The building suggested is six stories in height and 200x200 feet in area. No doubt a company will be formed and subscriptions to the capital stock of the enterprise will be secured to a considerable amount before the present exposition closes.

This exposition has presented an excellent opportunity for a study of the growth and success of the furniture manufacturing business in High Point and throughout the State. And it is an interesting one. The first successful furniture factory in the State was established here in 1889 by Messrs. Snow, Wrenn and Tate, who organized for the purpose the High Point Furniture Factory. There had been furniture factories in North Carolina before, one at Charlotte, one at Asheville and one or two others at other places, but they have all shut down for one reason or another. The High Point enterprise, however, proved successful from the start, and became the forerunner of others not only here, but at various other North Carolina towns. The plant was run economically and managed intelligently, and was not "milked" of its profits to pay high salaries to useless officials, as is so often the case in similar enterprises, and therefore it proved profitable. Soon each of the partners established a factory of his own, making four for the town in place of one. Seeing these prosper, other citizens of High Point established other factories, and soon High Point began to be distinguished as a furniture factory center. Several mergers have been made in recent years, so that there are not now as many different concerns engaged in making furniture here as there were a short time ago, but the output has increased from year to year until it is now said to bulk more than that of Grand Rapids, though the Michigan city almost doubles it in the money value of its output.

As other men in High Point followed the example of the pioneers in the business, so have other North Carolina towns followed High Point, until now there are furniture factories in Ashboro, Asheville, Elkin, Goldsboro, Greensboro, Hazlewood, Hickory, Kernersville, Lenoir, Lexington, Mebane, Mocksville, Morganton, Mt. Airy, North Wilkesboro, Statesville, Thomasville, Winston-Salem, Biltmore, Dunn, Drexel, Marion, Mooresville, Murphy, Oxford, Randleman, Siler City, Ramseur, Sanford and Wadesboro. No other town equals High Point in the number of its furniture factories—21. Lenoir and Thomasville have seven each, and the others run from one to five.

Most of these factories have been started in a comparatively small way, but

the earnings have been reinvested in the business, and the plants have been enlarged and re-enlarged from time to time until now some of them rank with the biggest of their kind. The Tomlinson chair concern here, for instance, is said to be the second in the world in amount of output. Most of the men at the heads of these various concerns are Southerners, though Snow and the Tates came from the North, the Tates being Canadians. The workmen in the factories are almost universally natives of the State, even the foremen and superintendents, who are usually chosen from the ranks of the workers because of their industry and intelligence.

Hon. F. N. Tate, one of the members of the first factory company making furniture in High Point, now Mayor of the city and a leading figure in the commercial life of the State, told me something of the beginning of the furniture-making business here, and of its prospects.

"When we began the business," said Mr. Tate, "the whole country around was covered with timber, for which there was little or no demand. It was cut by the owners and hauled to town on wagons, and we were able to buy it very cheap. Therefore we could make the lower grades of furniture at a cost that enabled us to sell it at a very low figure. For that reason only the cheaper grades were made here for a good many years. Then timber began to get scarce and high in price. We had to pay the railroads for bringing it in, and gradually the plants began making the better grades, because the price of the raw material and the cost of transportation became too great a proportionate part of the cost of the manufactured article to leave very much profit on the cheaper grades. Now we are even bringing in foreign lumber and work it up into high-grade stuff, as you will see from these things," and he swept his arm in gesture over a lot of handsome mahogany pieces, for I found him in the room where his factory is making its exhibit. "To the fact that at first the cheaper grades were found so profitable that the better grades were neglected is due the growth of the idea that we couldn't make the better grades in the South, I suppose," continued Mr. Tate, "but that idea has been dispelled by the fact that we now do make the better grades, and we will make them from now on in ever-increasing ratio.

"We are badly in need of a local market, and that is what we are trying to establish through this exposition. As it is now we must send our products to other places to bring them to the notice of the dealers close about us—send them to Grand Rapids and Chicago and New York for the purpose of selling them to dealers in Tennessee, Kentucky, Virginia, Mississippi and other States lying between us and those cities. This is troublesome and costly, and it is the object of the present movement to establish a Southern market-place, where dealers not only from the South, but from the entire country, can come and see what the South has to offer. The success so far has surpassed our most sanguine expectations, and we feel assured that the exposition will be made permanent, and that it will give a great impetus to the business in this section."

The marked success of furniture factories in High Point led to the establishment of numerous other manufacturing plants. Some of these are of the kind that go naturally with furniture factories, such as those making mirrors, veneers and other furniture factory accessories; coffin factories also, drawing their stock from the same general source; a street car plant, using the high quality woods

and veneers that make for the success of the furniture plants. Others have no sort of connection with the business of making furniture, but were established because of the factory spirit created in the town through the furniture factories. Among these are hosiery mills, cotton mills, brick plants, a paper and twine plant, foundry and machine works, wood novelty works, overall and pants factories and a general line of smaller industrial enterprises. So predominant is the factory spirit throughout the community that as soon as a citizen accumulates sufficient money to get into the manufacturing business he is almost certain to do so; it is the dream of the boy at school, the ambition of the youth at college, the aim and object of the young man making his start in life.

As in High Point, so, to a less degree, has it been in other towns whose people have engaged in the manufacture of furniture. In some of them it has been pursued with signal success. Thomasville, a few miles southwest of High Point, with seven factories, has become the center of the chair-making industry of the State; Lexington, a few miles farther in the same direction, has five factories engaged in making a general line; Lenoir, out in Caldwell county, has seven plants and manufactures a general line; Mebane, down Durham-way, has four, and makes a line of very high-grade stuff. A picture on exhibition here shows 28 carloads of furniture being shipped from Mebane to Panama. Winston-Salem has four plants that have a large aggregate production; Marion, high up at the crossing of the Southern and the Clinchfield roads, has four, and Hickory, over in the western edge of Catawba county, has three, and so on through the list. In addition to these furniture plants, each of these towns has other industries—some of them of much more importance locally than those under discussion—but all supplementing or supplemented by this one line of industrial endeavor that has proved so generally successful and so universally useful in building up and rounding out the State's manufacturing activities.

While each town pulls for itself as against other North Carolina towns, and each individual manufacturer pulls for himself as against other individual manufacturers, there is yet a strong spirit of co-operation among individuals and communities, and as to outside competition, they are one for all and all for one. A freight bureau intelligently directed from headquarters in this city has most of the furniture manufacturers of the State in its membership, and has proved extremely helpful. The response to the invitation to make exhibits at this exposition was generally favorable, and practically the full furniture manufacturing strength of the State is represented.

The value of the annual product of North Carolina's furniture factories is about \$12,000,000. They give employment to many thousands of people at fair wages and furnish markets for millions of feet of lumber at good prices. They are thus of much direct benefit to a large class of the State's citizenship in many sections.

They are more. They are an illustration of what Southern men may accomplish by using the opportunities that abound throughout the South. They are an inspiration to like achievements in numerous other lines of endeavor.

A dispatch from Washington says that the board of officers of the Navy, who have spent 16 days inspecting navy-yards in the South, will recommend that none of the Southern navy-yards be closed.

Water for Mississippi's Paper Mill.

[Special Cor. Manufacturers Record.]

Pascagoula, Miss., June 27.

The Southern Paper Co. has lately installed at its pulp and paper mill, and upon an arm of the Escatawpa River within 300 yards of the main building, two electric pumps of 100 horse-power each, which were made by the General Electric Co. of Schenectady, N. Y. These pumps are in a small brick building that stands partly over the river, and are fed by overhead cables that bring the electric current from the dynamos in the power-room of the pulp mill. There are two water mains, 20 inches in diameter and surrounded by wire screens, making a pen about 15 feet square, which effectively keeps off all logs and driftwood from the mains. These mains carry a continuous stream of clear water to the pulp mill, where it is used to wash the pulp free from chemicals when it comes from the vats, and then flows again through large mains back again into the Escatawpa River. The amount of water that is pumped through these mains may be easily guessed when it is stated that the river outside of the wire screen is an inch or more higher than it is inside the main, and continually falls through the screen in an ever-flowing waterfall.

The presence of these pumps gives an answer to the ever repeated question, "Why did the Southern Paper Co. locate its plant on the Escatawpa River?" This pulp and paper mill must, in the first place, have an inexhaustible supply of fresh water that must be as far as possible free from all foreign matter and chemical impurities. It was found here. Then, again, it must have easy access to the raw material which it will use in the making of its products. The Pascagoula and Escatawpa rivers penetrate all the great pine forest of Southern Mississippi, and the proximity of the Mississippi Sound, which, by way of the Pascagoula and Dog rivers, put it in communication with remote forests. Then, again, the close proximity of the sea and the Louisville & Nashville Railroad and the Pascagoula & Northern Railroad gives it facilities for shipping its products abroad that are worthy of consideration. It was not sentiment, but logic, that ruled the promoters of this enterprise in selecting a site for their pulp and paper mill.

CHAS. E. CHIDSEY.

National Conservation Exposition.

[Special Cor. Manufacturers Record.]

Knoxville, Tenn., June 12.

Every preparation is being made to complete plans for the big National Conservation Exposition, which will be held here on September 1 to November 1.

James B. Young, director of publicity, says that present indications are for an attendance exceeding a million people. The low rates of fare have recently been decided upon which caused the management to make this estimate, which they do not think is exaggerated. It is confidently believed the large number of persons who will take advantage of the low railroad rates, from the fact that the exposition is to be a national event and one of the greatest of its kind ever held in the South. It is a significant fact that the managers of the great Southern railroads were not slow in realizing the importance of the coming exposition. They no doubt saw the great advantages of such an exposition to the South, and therefore have arranged for a cheap rate of fare. The reduced rates of fare that will prevail during the exposition from the hundreds of cities and towns in the South are much lower than any rate prevailing.

Quite a large amount of space has been

selected by exhibitors from all sections of the South, and it behoves those who have not finally come to a decision to act promptly, otherwise they cannot be accommodated. The new buildings recently constructed make a magnificent showing, and it is only necessary for one to visit the grounds to be impressed with the importance of this big undertaking.

I. S. FIELD.

FOR INDUSTRIAL FACTS.**A Plan for Greater Attention to Them in Newspapers.**

Editor Manufacturers Record:

I am much impressed with your remarks in the current article, "Swinging Around the Circle in the South."

It seems to me that the active development of the vast natural resources going on in every part of the South would furnish for more entertaining reading than the "drunken brawls" and "pistol-shooting scraps" so regularly served up by the local papers almost everywhere in the South.

If I could have authority to regulate the publishing of newspapers in the South I would require at least one page in every daily paper to be devoted exclusively to showing the resources of its immediate vicinity, and every development therein, and would require at least once a week items showing the development going on elsewhere, especially in communities having the same class of resources.

It has been my observation that whenever an account of new industrial development appears in a local paper it is talked about by everybody in the community.

This little city of Asheville is located in the midst of one of the greatest natural resources of the whole South, the great hardwood forests. It has good transportation facilities at very reasonable freight rates for outgoing products. It should be the center of all kinds of manufacturing plants using wood as raw material.

If the newspapers of Asheville made a point of proclaiming the resources of its immediate territory, many of the tourists who come here by the thousand every year would become interested in the building of factories here.

With due regard for the benefits derived from thousands of tourists, but which in my opinion should be tens of thousands instead, this community would be more highly benefited by a big weekly payroll.

I would like to see our newspapers copy bodily from the MANUFACTURERS RECORD at least a page a day—any page. It would have more readers than any other department of the paper.

S. MONTGOMERY SMITH.
Asheville, N. C., June 13.**Goldsboro's Prosperity.**Chamber of Commerce,
Goldsboro, N. C., June 27.

Editor Manufacturers Record:

Including work now in progress and authorized, investments in Goldsboro during the past year have been \$265,000 additional banking capital, \$115,000 in 44 new residences, \$100,000 in new business blocks, \$150,000 in public buildings, \$150,000 in public utilities, \$100,000 in good roads and \$75,000 in manufactures.

Under the auspices of the Chamber of Commerce a movement has been inaugurated of immigration into this section from the counties of Wiltshire and Hampshire in England of colonists of the agricultural and mechanic class, and what is expected to be the advance settlers of such a colony, arrived a month ago, and who are so well pleased with conditions here that they have reported back to friends

in England that conditions are found to be equal to representations and advising their friends to come here and locate.

The industries of Goldsboro, including its rice, cotton oil, knitting and lumber mills, furniture, veneer, agricultural implements, shoo and other factories are all running on full time. The citizens of this city own all its industries.

The \$140,000 bond issue recently carried at a special election for the building of a high school and good roads within this township, and the \$100,000 new courthouse, as well as the new skyscraper, known as the Grant Building, now under construction, all give promise of a busy season with prosperous times ahead.

S. F. SHERMAN.

Commercial Secretary.

Activities at Gadsden.Chamber of Commerce,
Gadsden, Ala., June 28.

Editor Manufacturers Record:

The A. & J. Manufacturing Co., makers of high-grade stoves, will increase its plant's capacity at least 50 per cent. The additions to this factory will include a molding-room, cleaning-room, cupola-room and casting-room. Room will be provided for 12 additional floors. The present capacity of the plant is 1000 stoves per month.

The Ward-Weller Company, manufacturers of machinery, will build large addition to their plant.

The Gadsden Pipe Works will begin operation on July 7. This industry was secured by the Gadsden Chamber of Commerce.

The \$50,000 building of the Kress Company is nearly completed, as well as several other large business houses that have been under construction for some time.

C. W. ROBERTS,
General Secretary.**Charcoal Furnace in Mississippi.**

The Memphis Mining & Manufacturing Co., Winborn, Miss., is assembling materials for constructing its cold-blast charcoal furnace at Winborn, which is on the St. Louis & San Francisco Railroad. The furnace is to have a daily capacity of 10 tons, and is expected to be in operation within 90 days. The construction work and subsequent management will be in charge of J. W. Flannery of Wisconsin, who has had long experience in the manufacture of cold-blast charcoal iron. The company owns over 16,000 acres of ore and timber land, claiming its ores analyze 60 per cent. in metallic iron, 1.40 manganese and 0.6 phosphorus. Plenty of hardwood timber is on the land, and more can be had within a radius of 70 miles, giving a supply of charcoal for many years. The company intends to make high-grade iron, to be sold exclusively on analysis.

Telling of Jackson.

A feature of the commission government inaugurated at Jackson, Miss., at the beginning of this year is provision for a quarterly publication giving details of the acts of the commission. The first issue of this report contains, in addition to statements by the commissioners of three months municipal business done, an interesting historical sketch of the city and of a number of its activities, together with some facts of interest to investors.

The Board of Trade of Meridian, Miss., is co-operating with State Highway Engineer W. S. Keller of Alabama in furthering a movement for public highways in Mississippi connecting the good-roads system proposed for Alabama.

GOOD ROADS**Bonds for \$800,000.**

Ben Campbell, Mayor of Houston, Tex., wires the MANUFACTURERS RECORD as follows:

"Bond election carried by vote of six to one."

This vote includes \$800,000 for street improvements, and is an emphatic indication of Houston's purpose to continue to provide the most modern paving for its streets. The officials will make early arrangements for the expenditure of the money.

WEEK'S HIGHWAY RECORD.**Progress in Southern Road and Street Improvement.**

[Further details of highway undertakings and bond issues mentioned below are given under the headings Construction Department and New Securities, published elsewhere in this issue.]

Bonds Voted.

Barry, Tex.—District No. 3 of Navarro county voted \$75,000 bonds for road construction.

Halls, Tenn.—City voted \$25,000 bonds to gravel streets and build concrete walks.

Mount Olive, N. C.—Brogden township of Wayne county voted \$40,000 bonds for road construction.

Sistersville, W. Va.—City voted \$25,000 bonds for paving, etc.

Bonds to Be Voted.

Matagorda, Tex.—Matagorda precinct of Matagorda county will vote on \$100,000 bonds to construct 15 miles of shell road.

Contracts Awarded.

Atlanta, Ga.—City awarded contract for 16,000 square yards of dollarway paving.

Baltimore, Md.—City awarded contract at \$39,405.00 for 14,400 square yards vitrified block paving.

Birmingham, Ala.—R. P. Boyd, Assistant State Highway Engineer, awarded contract at \$4000 to surface one mile of road with chert.

Bryan, Tex.—City awarded contract to pave about 16,000 square yards of streets.

Independence, Mo.—Jackson county awarded contract at \$17,255 to macadamize 3.12 miles of roads.

Jacksonville, Fla.—City awarded contract for 26,141 square yards of dollarway paving.

Kansas City, Mo.—Jackson county awarded contract to macadamize six and one-half miles of road.

Linden, Ala.—R. P. Boyd awarded contract at \$7000 to build four miles of gravel road in Marengo county.

Montgomery, Ala.—Montgomery Board of Revenue awarded contracts to grade and gravel about 10 miles roads.

Nevada, Mo.—City awarded contract for 12,000 square yards of dollarway paving.

Contracts to Be Awarded.

Baltimore, Md.—City receives bids until July 9 for paving about 1850 square yards.

Clarksburg, W. Va.—City has \$23,000 available for construction of about 15,000 square yards street paving and cement curbing.

Gadsden, Ala.—City receives bids until July 7 for improving certain streets; work will consist of 1334 square yards sidewalk, 3000 linear feet 8-inch curb and 36-inch gutter, 900 linear feet 6-foot gutter, etc.

Little Rock, Ark.—City will pave about 30 blocks with asphalt; estimated cost, \$75,000.

Mt. Airy, N. C.—Mt. Airy township receives bids until July 10 for grading about 30 miles of road; \$80,000 available for 1912-13.

Rockingham, N. C.—City will improve streets; \$30,000 bond issue available.

Vicksburg, Miss.—Yazoo & Mississippi Valley Railroad and Illinois Central Railroad will pave Levee street with creosoted wooden blocks; cost \$35,000.

Wichita Falls, Tex.—City will pave 10th street for about two miles, using asphalt or wooden blocks.

MINING

New Phosphate Proposition.

The Farmers' Phosphate & Fertilizer Co., J. O. Griffith, president, Box 302, Nashville, Tenn., writes to the MANUFACTURERS RECORD as follows:

"Our proposition consists of removing nine feet of overburden from about 35 acres of practically level land, removing about six feet of phosphate, washing and drying same. We already have the washing machinery, and that, with a cylindrical dryer, to be installed by the contractor, all of which can be done at small cost. The overburden to be disposed of behind the mining, no transportation equipment being required for that feature.

"It is our desire to contract with reliable parties, the contract to extend over a period of four or five years. With suitable equipment contractor can realize an average of from \$200 to \$400 per day net. We would like to close this matter up by July 10, and would welcome immediate investigation and inquiry on the ground, as that is the only method by which a conclusion may be reached. The property is on the railroad, with a siding for this mine."

United Collieries

The United Collieries, Bristol, Va., has been incorporated with an authorized capital of \$500,000 and its officers are: President, R. Tate Irving of Big Stone Gap, Va.; secretary, Paul Dulaney; treasurer, Frank C. Wright; both of Washington, D. C.

Mr. Dulaney, offices in Southern Building, Washington, D. C., writes to the MANUFACTURERS RECORD as follows:

"It is the plan of this company to mine coal on an extensive plan in the Black Mountain coal field, its shipping point to be St. Charles, Va., on the Southern Railway and the Louisville & Nashville Railroad. Its offices will be at St. Charles and at Bristol, Va. It will probably operate four or five different mines in the same coal field, and, in addition to that, it is expected to operate the central coal washer for the Black Mountain territory now being located at Picket, Lee county, Virginia, on the edge of the Black Mountain coal field."

Export Phosphate Co.

The Export Phosphate Co. has, it is reported, organized with a capital stock of \$1,500,000 to buy and develop about 2000 acres of land in Polk county, Florida. Its officers are said to be: President, H. L. Pierce of Boston, Mass.; treasurer, H. G. Lowe of Leominster, Mass.; vice-president, Walter P. Webber; assistant treasurer, Norton P. Webber. This company is stated to intend building mining plant with an annual capacity of 150,000 tons, the plant to include concrete storage bin, steel and concrete dry bin, hydraulic plant with improved pumps, electric power-house of about 1000 horse-power capacity, etc.

The Builders' Exchange of Norfolk, Va., has elected M. Augustus Williams, president; R. B. Tucker, E. B. Johnson and J. A. Turpin, vice-presidents, and Perry W. Ruth, treasurer.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

STEADY GROWTH OF ROAD.

Baltimore & Ohio Prediction Made 60 Years Ago Realized in Full.

At the recent celebration of the semi-centennial of West Virginia at Wheeling, one of the speakers was Geo. M. Shriner, second vice-president of the Baltimore & Ohio Railroad Co., who made an interesting reference to the completion of its line to that city 69 years ago and the fact that Benjamin H. Latrobe, its then chief engineer, said he could not call the railroad completed, because no line was finished while the trade for which it was built continued to grow.

Commenting thereon Mr. Shriner said that Mr. Latrobe's words were still true, for the trade tributary to the railroad company's lines continued to grow, and it has been the effort of its management to place the road in position to handle the traffic offered in the most expeditious and satisfactory manner. No less than \$60,000,000 have been spent for this purpose in the past three years, a large portion of this sum being for equipment, particularly for the development of traffic from West Virginia, which has been growing in leaps and bounds. The coal tonnage from that State over the Baltimore & Ohio lines during the past year exceeded 12,000,000 tons.

New Equipment, Rails, Etc.

Atlanta, Birmingham & Atlantic Railroad is to purchase 5 locomotives and 2 express cars as a result of a court order authorizing the receivers to spend about \$150,000 for equipment.

Gulf, Texas & Western Railway has purchased a 10-wheel locomotive from the Baldwin Works, Philadelphia.

United Railways of Baltimore has ordered 60 semi-convertible cars from the J. G. Brill Company, Philadelphia.

Birmingham & Southwestern Railway has ordered a 10-wheel locomotive from Baldwin's.

Southern Railway has ordered from 25,000 to 30,000 tons of rails, of which it is understood about 18,000 will be rolled at Ensley, Ala., and the rest at Sparrows Point, Md.

Southern Railway has ordered 250 hopper cars from the Pressed Steel Car Co., Pittsburgh.

Asheville (N. C.) Power & Light Co. has received 6 semi-convertible street cars from the J. G. Brill Company.

Seaboard Air Line, according to a market report, has ordered 100 tons of bridge steel from the Virginia Bridge and Iron Works, Roanoke, Va.; also 250 tons of steel for turntables and bridges from the Folt Pitt Bridge Works, Pittsburgh.

Southern Railway has ordered three small bridges, totaling 500 tons, from the American Bridge Co., New York.

Settling Street Railway Problems.

As illustrating the manner in which some cities are endeavoring to provide for meeting their transportation problems, the appointment of A. Merritt Taylor as director of the Department of City Transit in Philadelphia is of interest. This is a new department of the municipal government, and it began operations July 1. In May of last year he started an investigation of deficiencies in the city's transportation facilities, and in its course looked into the question of future requirements, making special reference to extensions of the subway and the elevated railways. In

the course of this work he enlisted the services of Ford, Bacon & Davis, consulting engineers, New York city, who have solved the transit problems of some of the larger cities in this country, and it is understood that the report of this investigation has been very satisfactory to Mayor Blankenburg and his associates in the administration of the city's affairs by reason of its scientific treatment of the questions presented and the practical solutions suggested for various problems. Individuals familiar with it anticipate that it will constitute an example to other cities having transportation difficulties to be settled.

changes in the charter and the transfer has been closed. The Stone & Webster syndicate first entered that region four years ago, when it built a street-car line in Port Arthur. A year later it acquired the holdings of the Beaumont Ice, Light & Refrigerating Co., which had the lighting franchise in Beaumont. Last year it secured a charter for an interurban railway between Beaumont and Port Arthur, which is now about half completed. This latest deal puts the syndicate in control of street railways in both cities, as well as of the interurban line connecting them.

Gulf, Freeport & Northern.

Another electric interurban railway enterprise in Texas has been chartered for the construction of about 85 miles of line from Freeport to Sealy, Tex. The name of the railroad is to be Gulf, Freeport & Northern, and the capital stock is \$100,000. Headquarters will be at Freeport, where the principal power-house of the road will be located. It is said that construction will begin at the Freeport end and will proceed via Brazoria and Columbia. It will traverse portions of Braesoria, Fort Bend and Austin counties. R. Hudson Burr is chairman of the board.

In connection with the published order of the commission it is stated that during the 12 months ended February, 1913, there were 28,540 trains and 174,542 cars handled in and out of the present station, besides 805,788 pieces of baggage. The daily average of trains for February was 92.

The roads interested are the Atlantic Coast Line, the Seaboard Air Line, the Southern Railway, the Florida East Coast Railway and the Georgia Southern & Florida Railway, besides the terminal company mentioned.

Stone & Webster Get Car Line.

The Stone & Webster syndicate has taken over the franchise and holdings of the Beaumont Traction Co., which operates a street-car line in Beaumont, Tex. The City Council has made the necessary

Western Maryland Statement.

The statement of the Western Maryland Railway Co. for May shows total operating revenues \$636,921.50, increase as compared with the same month of last year \$23,108.83; total operating expenses \$485,003.23, increase \$9,121.59; net operating revenue \$151,918.27, decrease \$76,912.76. The figures for the 11 months ended May 31 are: Total operating revenues \$6,914,634.92, increase as compared with the same period of last year \$284,390.96; total operating expenses \$5,276,224.74, increase \$906,580; net op-



ILLINOIS CENTRAL'S MEMPHIS STATION.

The accompanying illustration shows how the new Illinois Central Railroad station at Memphis, Tenn., will look when it is completed. It is at the corner of Calhoun and Main streets, and will be of structural steel, hollow tile construction, fireproof, and with Bedford stone outside. The dimensions are 257x141 feet. It will be heated by steam and lighted by electricity. The lower two floors will be devoted to railroad purposes, and the upper floors to railroad offices. The approximate cost of the station is \$500,000. D. H. Burnham & Co. of Chicago, are the architects, and the James Alexander Construction Co. of Memphis is the contractor. The floors will be mosaic, and the interior trimmings of Tennessee marble. Terra-cotta will also be used in some of the ornamental work. Windows will be of hollow metal. There will be two elevators, a dumbwaiter and a sidewalk lift. The roofing will be asphalt. The new terminal will be used by the Illinois Central Railroad and its subsidiary, the Yazoo & Mississippi Valley Railroad, the Rock Island lines and the St. Louis & San Francisco Railroad. About 18 months' time will be required to complete it.

erating revenue \$1,638,410.18, decrease \$712,189.04. It is anticipated that, now having the Connellsburg extension opened and the property being steadily put in better condition to handle the traffic, much more satisfactory results will be attained in the new fiscal year which began July 1.

Birmingham Electric Road's Progress

In connection with an offering of first mortgage bonds of the Birmingham, Ensley & Bessemer Railroad, it is stated that the greater part of the extension of 11 miles from Bessemer to Pratt City, Ala., has been completed, and it is expected that this line will be wholly finished and in operation not later than January 1 next. The company is already operating 28 miles of track between East Lake and Ensley through Birmingham. When all this line—present and under construction—is covered by the issue of bonds there will remain \$850,000 of bonds in the company's treasury to be used for such further extensions and improvements as may become necessary.

Virginian Railway Betterments.

The Virginian Railway Co. is preparing plans for a five-stall engine-house, a concrete coal chute, a tank, etc., at Elmore, W. Va.; also for a roundhouse annex, containing small repair shop, office, lavatory, etc., and new wheel shop at Princeton, W. Va., and an additional boiler and generator and electric pump at Victoria, besides double-tracking from Mullens to Taft, W. Va., and an extension of the Elmore yards. This will be done under the supervision of H. Fernstrom, chief engineer, Norfolk, Va.

A report from Roanoke, Va., says that the double-tracking (about five miles) and yard extension have been awarded to the Vaughan Construction Co. of that city.

Pecos Valley Southern Bonds.

The Pecos Valley Southern Railroad Co. has issued \$470,000 of 5 per cent. 20-year refunding and improvement bonds which have been placed in the hands of Thomas A. Fry, president of the Southwestern Trust Co. of Dallas, Tex., as fiscal agent. There is a bank guarantee of the interest in the shape of a deposit in bank of five years' interest on the securities. The Pecos Valley Southern's line runs from Pecos to Toyahvale, Tex., 40 miles.

A Texas Line Leased.

The St. Louis Southwestern Railway Co. has issued a notice of its lease of the Stephenville, North & South Texas Railway, which runs from Gatesville to Stephenville, Tex., and also from Hamilton to Comanche, Tex., a total of about 107 miles of track. It will hereafter be operated as part of the Waco division of the St. Louis Southwestern.

Railroad Notes.

J. T. King has been appointed general superintendent of transportation of the Atlantic Coast Line at Wilmington, N. C.

The Meridian & Memphis Railway Co., Meridian, Miss., has begun the operation of trains between Meridian and Union, Miss., 32 miles. The line is now finished.

The St. Louis Terminal Railroad Association has been authorized by the Missouri Public Utilities Commission to issue \$954,000 of bonds to cover improvements made during the last year.

The Chesapeake & Ohio Railway has sold \$3,500,000 of 5 per cent. one-year notes dated June 1 to Kuhn, Loeb & Co. and the National City Bank of New York, to provide financing for the year.

A report from Macon, Ga., says that a meeting of stockholders of the Georgia &

Florida Southern Railroad Co. will be held August 4 to vote on a proposition to guarantee \$261,000 of additional bonds of the Hawkinsville & Florida Southern Railway to be issued under a mortgage of that company to the Union Trust Co. of Cincinnati.

A report from Kansas City says that the United States Court there has approved the plan for a new franchise for the Metropolitan Street Railway Co., which will result finally in the acquisition of the lines by the city. The capital value is fixed at \$30,000,000, and stockholders are allowed 6 per cent. thereon, all surplus to be applied to a reduction of the capital to an agreed upon physical valuation, and when the capital value is reduced one-half, the city is to take over the property subject to the debt of the remaining half.

A report from Raleigh, N. C., says that the United States Court has appointed Robert W. Winston, Jr., to be receiver of the Goldsboro Traction Co. of Goldsboro, N. C. The company has three and one-half miles of track, which was operated by E. T. Oliver, but which, it is said, has not been used for three months. It was sold to the Goldsboro, Seven Springs & Swansboro Railroad Co. It is alleged that the cost of electric power bought from another company was too great to permit profit.

FOREIGN NEEDS

Machinery and equipment wanted abroad are mentioned in many letters received by the MANUFACTURERS RECORD, which is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. For the benefit of our subscribers seeking foreign trade we publish the following extracts from recent letters:

For American Manufacturers.

Phillip G. Roeder, Apartado 1533, City of Mexico, writes to the MANUFACTURERS RECORD:

"Having acted in the City of Mexico, since 1891, as agent for American manufacturers of machinery and supplies, am desirous of making a special trip of six months or a year through Central and South America as the representative of 15 or 20 manufacturers of machinery and supplies in the United States to introduce their products in those countries. Have a thorough knowledge of the Spanish, French, German, Italian and Portuguese languages, am familiar with business methods in the Spanish-American countries, and consequently feel well adapted to secure good results by such a trip. Would be able to secure through the American Ambassador introductions to the Spanish-American ministers in Mexico, and, through these, letters to their home governments that would make me vouch for. Not my intention to abandon established business in the City of Mexico, covering industrial machinery and supplies, but will leave this enterprise under competent management."

Cotton Oil Wanted.

Comptoir General D'Exportation, (Societe en Participation), 63 Rue de Wattignies, Paris, France, writes to the MANUFACTURERS RECORD as follows:

"We know that you neglect no opportunity of aiding the export of American products, and we should be glad to give articles from your country every attention in finding outlet for them here. We would feel obliged if you could communicate our address to any firms wishing to avail themselves of our services. Cottonseed

oil—We got, not many days ago, an order for 1000 barrels of 180-200 kegs of cottonseed oil suitable for the table, of yellowish color, without odor, but with savor, taste of nut (olive) oil. If you can succeed in putting us in communication with anyone handling such an oil we can place 10,000 casks in a very short time; maybe more. We hope to hear from you on this subject at an early date, and we shall be pleased to give you, at all times, any information you may desire in regard to our market."

Grease, Oils, Etc.

A. Siesu & Ses Fils, Oran, Algeria, writes to the MANUFACTURERS RECORD as follows:

"We would like to be representative agent for manufacturers of the following articles, for which there is a very great sale at this place: Petroleum illuminating oil, gasoline (or essence of petroleum, as we call it), heavy lubricating oils and grease for manufacturing. We are engaged in a general automobile business, manufacturing and otherwise, and it would be extremely easy for us with our large clientele to do a handsome business in the above goods. We would say to you that in order to do business right we believe it would be necessary to create a special depot for the goods, as a couple of houses are already doing at this place. If any of your firms could be led to make our house the depot for their goods on consignment we would be happy to submit our references to them."

To Handle Novelties.

Adolph Rosenfeld, 1, Wallfischgasse 4, Vienna, Austria, writes to the MANUFACTURERS RECORD as follows:

"What I wish to import, and, if necessary, pay spot cash for, are novelties of any trade—patented, cheap and useful. I can sell an immense amount of such articles, as I have traveling salesmen on the road the whole year around all over Austria, Hungary and the near Orient."

(Mr. Rosenfeld's needs include technical and electro-technical supplies, cosmetics and chemical preparations, cheap watches, advertising novelties, novelties in tools, novelties in photographic supplies, and supplies generally for hotels, hospitals and household use.)

Want Oil Lubricators.

Swinburne & Hardie, engineers, Cathedral Buildings, Newcastle-on-Tyne, England, write to the MANUFACTURERS RECORD as follows:

"We have been asked to submit particulars of the most approved lubricator for tramways, using oil, and are promised a large order if we can furnish what will meet with approval. If any of your subscribers can offer against this inquiry we shall be glad to have full particulars, prices and best trade terms. Trade references will be furnished."

Want Machinery Agencies.

Les Fils de Henri Picard & Co., 131 Boulevard de Sebastopol, Paris, France, write to the MANUFACTURERS RECORD as follows:

"We would be glad to have our place made a depot in France for various American manufacturers in the following lines: Machinery and tools, lathes, mixing machines, borers, helicoid apparatus, etc."

Wants Cigarette Machine.

Eusebio Lozano C, Barranquilla-Colombia, South America, writes to the MANUFACTURERS RECORD as follows:

"I take the liberty of availing myself of your offer to ask you to aid me in getting a small machine for making cigarettes in regular American style, to be

operated either by the hand or foot, the latter preferred, with a capacity of 3000 to 6000 perfect cigarettes in a working day of eight hours. These cigarettes or little cigars are to be open at both ends."

Oak Tank Manufacturers.

Croft & Prentiss, 424 Lonja Building, Havana, Cuba, write to the MANUFACTURERS RECORD as follows:

"Please give us the name and address of firms manufacturing oak tanks. We do not want tanks of any other material."

TEXTILES

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

The Cotton Movement.

In his report for June 27 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 300 days of the present season was 13,373,039 bales, a decrease under the same period last year of 2,184,286 bales. The exports were 8,296,396 bales, a decrease of 1,921,261 bales. The takings were, by Northern spinners, 2,293,475 bales, a decrease of 388,509 bales; by Southern spinners, 2,674,602 bales, an increase of 252,834 bales.

Lillian Knitting Mills Branch.

The Lillian Knitting Mills Co., Albemarle, N. C., writes to the MANUFACTURERS RECORD as follows:

"Our branch mill at China Grove is progressing nicely. It will be a modern brick building 50x130 feet, electric lighted, steam heated, with 100 machines run by electric power. Will have daily capacity of 400 dozen pairs; employ 100 operatives; expect building to be completed by middle of August."

To Make Absorbent Cotton.

The Memphis (Tenn.) Cotton Manufacturing Co. will have plans ready by July 15 for the construction of its buildings, which will be of metal and concrete. It has arranged for its machinery, to have a daily capacity of 2000 pounds of absorbent cotton. This company's organization with \$250,000 capital stock was previously announced. Geo. W. Foose is president.

Beaumont Mill Addition.

The Beaumont Manufacturing Co., Spartanburg, S. C., will erect an additional two-story building of brick construction and install machinery for cotton manufacturing, this expenditure to be \$40,000. This company is at present operating 35,520 spindles, 700 looms, 85 cards, etc., on the production of sheetings, twines and carpet warps.

Wants Canvas and Sheeting.

F. H. Potter, care of F. E. King Company, Norfolk, Va., writes to the MANUFACTURERS RECORD as follows:

"I am in the market for a quantity of very wide canvas and sheeting. Will you please put me in touch with several large manufacturers of that line of goods?"

Textile Notes.

The Hoover & Allison Cordage Co., Xenia, O., contemplates establishing a mill at Joplin, Mo.

D. V. Gasson and W. H. Fickling of

Rome, Ga., propose to establish mills for manufacturing artificial silk at Macon, Columbus, Calhoun and other cities.

J. S. Miller, C. E. Foy, L. H. Cutler and others of Newbern, N. C., and J. O. Duval of Weldon, N. C., plan the organization of a company with capital stock of \$50,000 to build a cotton mill at Newbern.

The Maxwell Hosiery Mills, Suffolk, Va., advises that the company has purchased site for its recently-mentioned plant, and will build some time in the future. This company was previously noted as increasing capital stock from \$7500 to \$20,000.

The Schwarzenbach-Huber Company, West Hoboken, N. J., will install 250 looms and employ 200 operatives in its Front Royal (Va.) silk mill, announced last week. It advises that most of the material is being shipped from one of the company's Northern plants now being dismantled.

During the second quarter of the year there was but little activity in the organization of cotton manufacturing companies or in announcements of plans for enlarging existing plants. Only two entirely new organizations were announced, and only one company stated plans for adding to equipment.

E. A. Smith of Rhodhiss, N. C., president of the Thrift Manufacturing Co., writes to the MANUFACTURERS RECORD: "The Thayer Manufacturing Co. was bid in by the Thrift Manufacturing Co. for \$186,000, and the Thrift company will proceed at once to equip this property with 25,000 spindles. Have placed contract with Fiske-Carter Construction Co. for the erection of 65 tenement-houses. We hope to be able to start this plant by December."

MECHANICAL

The Merchant & Evans Company's Plant Extensions.

The Merchant & Evans Company of Philadelphia, with branches and warehouses in the principal cities, has completed and now has in full operation its new tinplate works at Wheeling, W. Va., and its large practically rebuilt works at Philadelphia.

The business of the company has been on a constant increase since its establishment in 1864, and under the management of President Powell Evans the large West Virginia plant and the complete renovation and rebuilding of the Philadelphia plant were determined upon and carried through during the last year. The company found these changes necessary on account of the fact that the steady growth of its business through the past few years had completely passed the capacity of its Philadelphia and Chicago plants.

The Wheeling works of the company are devoted almost entirely to the manufacture of tin and terne plates, and are modern in every particular. The Merchant & Evans Company located the plant in Wheeling, as they found it advantageous because of their large business throughout the country to put their tinplate mills in the Pittsburgh district.

Coincident with the great growth in volume and territory of this company's business, it has increased the scope of its business. For many years it was known as a metal house, but large and well-organized departments have been developed, devoted to the manufacture of "Star" ventilators, metal tiles and shingles, newspaper type metals and an especially large department for the production of

automobile parts and accessories, including clutches, alignment joints, pressed steel tire cases, etc.

The fact that the business of the company has been allied for so long with fire-retarding building materials, and the fact that Mr. Evans himself is a well-known fire-prevention student and expert, who has taken an active part in a public way in the prevention of fire waste, and is the head of the Philadelphia Fire Commission, whose work is attracting widespread attention, has resulted in its developing an extensive department devoted to fire prevention engineering and the manufacture and erection of automatic sprinkler systems and standpipe systems.

One of the most interesting features of the growth and recent expansion is the placing of the West Virginia plant in close proximity to coal mines and the acquisition of large coal deposits to cover future needs for fuel, making these works practically independent so far as future fuel needs are concerned. It also has admirable transportation facilities, both by the Ohio River and by the railroads running into its plant.

Vanadium Steel Frames for Locomotives.

The introduction of vanadium alloy in the steel frames of locomotives has produced a practical elimination of frame failures. The Southern Railway has been one of the most extensive users of the vanadium steel frames for its locomotives since 1907, when 33 of its locomotives were equipped with them. This road is said to have had the most extensive experience with such frames of any railroad in the United States, and the records show that in the period of six years since they were first introduced, out of a total of 500 frames in service, there has been but one failure of a vanadium frame.

In comparison with the number of failures experienced during an equal period prior to the adoption of these frames, the results prove conclusively the advantage of the vanadium type. Since 1907 practically all of the company's locomotives, including those for switching service, have been fitted with vanadium steel frames, including those in which old frames have been replaced by vanadium steel frames in repairs. Full information regarding the uses of vanadium may be obtained from the American Vanadium Co., Pittsburgh, Pa.

Lining Irrigation Ditches by Use of Cement Gun.

An interesting development in the use of the "Cement Gun" for applying concrete to structural and other surfaces is found in the treatment of irrigation ditches in Hawaii. The use of the "gun" was introduced into that territory by the Government Engineers in their work, and plantation owners have found that by lining irrigation ditches with cement applied by the gun to wire net spread along the faces and bottom of the ditches the seepage troubles formerly experienced are eliminated. It has been found that an ideal lining for the purpose is produced.

The difference between mortar applied by hand and by the machine is due to the velocity with which cement and water are driven into place by the cement gun. It is far denser and the tensile strength is greater than that applied by hand. It is stated that the work on the irrigation ditches has been most satisfactory, with greater speed and more economical results than when done by hand. The cement gun, as previously illustrated and described in these columns, is handled by the General Cement Products Co., 30 Church street, New York, and its agents

include the Eastern Cement Gun Co. of Wilmington, Del.

Baldwin Special Service Locomotives

The accompanying illustration represents one of the six-coupled locomotives recently built by the Baldwin Locomotive Works, Philadelphia, to the order of a railroad contractor. The type of engine shown is one which for many years has been doing excellent work in general switching service. The weight of the locomotive is on the driving wheels, and is therefore available for adhesion. The wheel-base is short, and the locomotive

is of a newly-designed and patented method of locking the gates of the cooker, so that when meal is drawn off from the lower kettle of cooker no meal is discharged from the one above until the bottom one is entirely empty. This prevents the mixing of meals in their various stages of being cooked; this operation is automatic.

Another important improvement consists of a method of changing the depth of meal in the cooker from the outside. This can be done in less than half a minute.

The company has also recently perfected



BALDWIN LOCOMOTIVE FOR CONTRACTORS.

can easily enter sharp curves and switches. The separate tender provides large fuel and water capacity, so that the locomotive can remain on the road for considerable periods of time without having to replenish its water tank and fuel bin. This is of special advantage in contracting work, where operations are frequently carried on some distance from the base of supplies.

The locomotive shown is equipped with combined automatic and straight air-brakes, and is fitted with one 9 1/2-inch pump on the left side and one 8 1/2-inch cross-compound pump on the right side. An extra reservoir is carried on the tender to store air for the operation of pneumatic dump cars. The engine and tender together weigh 100 tons, and the locomotive has 19x24-inch cylinders and driving wheels 44 inches in diameter. The tender has capacity for six tons of coal and 4500 gallons of water.

Locomotives of this type are being successfully employed in several special classes of service, where moderate speeds suffice. They are also extensively used in open-pit mining operations and for heavy switching about mills, furnaces and large industrial plants. The work is often similar to that in a railway terminal yard, and the locomotives are equipped with brakes, couplers and other fittings selected to suit the service requirements.

With their extensive experience, the Baldwin Locomotive Works are prepared to build locomotives adapted to meet difficult operating conditions. The facilities of the plant are such that quick delivery can usually be made if necessary—an important item, especially in contracting work, where it is sometimes imperative that additional motive power be secured on short notice.

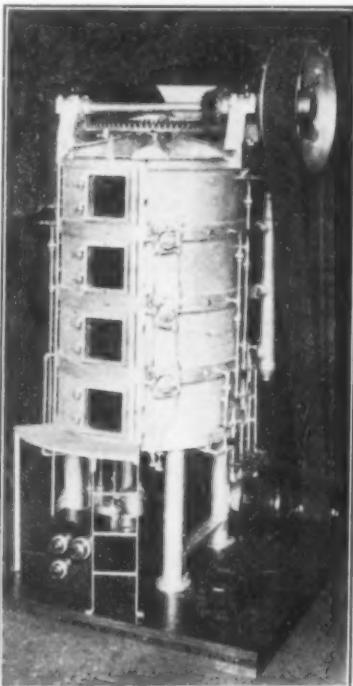
New Design of Cottonseed Meal Cooker.

The accompanying illustration shows the new design automatic continuous cooker as manufactured by the French Oil Mill Machinery Co. of Piqua, O., and which was on exhibition at the convention of the Interstate Cottonseed Crushers' Association recently held in Chicago. The exhibit was a model made of aluminum, one-quarter size of the regular machine, and it was motor-driven. The model was self-contained, as is the regular machine, and the meal was fed through it just as in actual operation, and all the attachments were in working condition, as for regular outfit.

The 1913 attachments consist prin-

a sweep that brings about a thorough circulation of the meal, thus insuring uniform cooking, which is so essential to the maximum extraction of oil. The prominent characteristics of these sweeps consist in their drawing meal from the periphery of the cooker to the center, from which point the meal is again worked outward. Only one minute is required for the meal to complete the circuit. It was generally agreed that these sweeps were decided improvement over the old type.

The model was equipped with a patented low-meal alarm, which instantly gives notice of meal falling below a predetermined point in the cooker. In actual operation of an oil mill there are times



NEW COTTONSEED MEAL COOKER.

when the crushing rolls may choke, or the meal elevator may get out of service, in either of which cases no meal would be going to the cookers. The alarm mentioned gives instant notice of any stoppage in the flow of meal, so that prompt attention may be given.

The exhibit attracted a great deal of attention on the part of the mill men attending the meeting, and the model received most favorable commendation. The exhibit was in charge of A. W. French, president of the company, assisted by C. B. Upton, assistant manager, and

by M. W. Faherty, representative of the company at Memphis, Tenn.

Oil Burning Locomotive Boiler.

A test has recently been completed under the direction of Dr. Turnbull of Pittsburgh, expert, on the new oil fuel locomotive boiler constructed by the Phoenix Iron Works Co. of Meadville, Pa., in connection with Tate-Jones, Inc., of Pittsburgh. The boiler was designed by John Dick of the Phoenix Iron Works Co., and

economy. The company has shipped a large boiler of this type to the Texas Company of Houston, Tex., which will go to Mexico, and it has orders for two more from the same company.

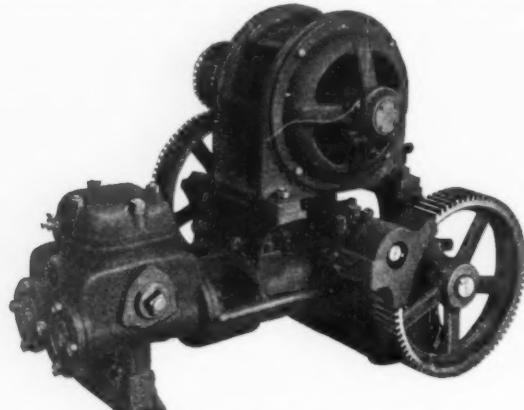
Electrically-Driven Air Compressors and Pumps.

The varied possibilities in the application of electric power to machinery is availed of by the Gardner Governor Co. Station L, Quincy, Ill., in the develop-

machines of greater capacity the company supplies the horizontal enclosed type of machine. Equipment of this kind gives efficient service in factories and mills where electric power can be obtained at

principal engineers and contractors throughout the South.

The company exports a considerable amount of its products, and considers the Carolinas, Tennessee, Arkansas, Lou-



ELECTRICALLY OPERATED PUMP.

application has been made for United States patent. The boiler is rated at 100 horse-power, but the test developed 170 horse-power with very economical conditions. It will be shipped to the Pacific coast for the Southern Pacific Railway, thus being the second boiler order by that company.

The boiler is of the Scotch marine internal furnace type, with dry back, with special form of Dutch oven furnace ex-

ment of its power-driven air compressors and pumps. Great strides are being made as the increasing number of important central generating plants with means of distribution of power throughout large sections of surrounding territory makes this form of machinery of wide availability.

Power consumers are quick to take advantage of opportunities to set their machinery at any desired place in an economy

GARDNER GOVERNOR CO.'S VERTICAL ELECTRIC AIR COMPRESSOR.

reasonable cost. Full information regarding these equipments, including description and illustrations, may be obtained by addressing the company.

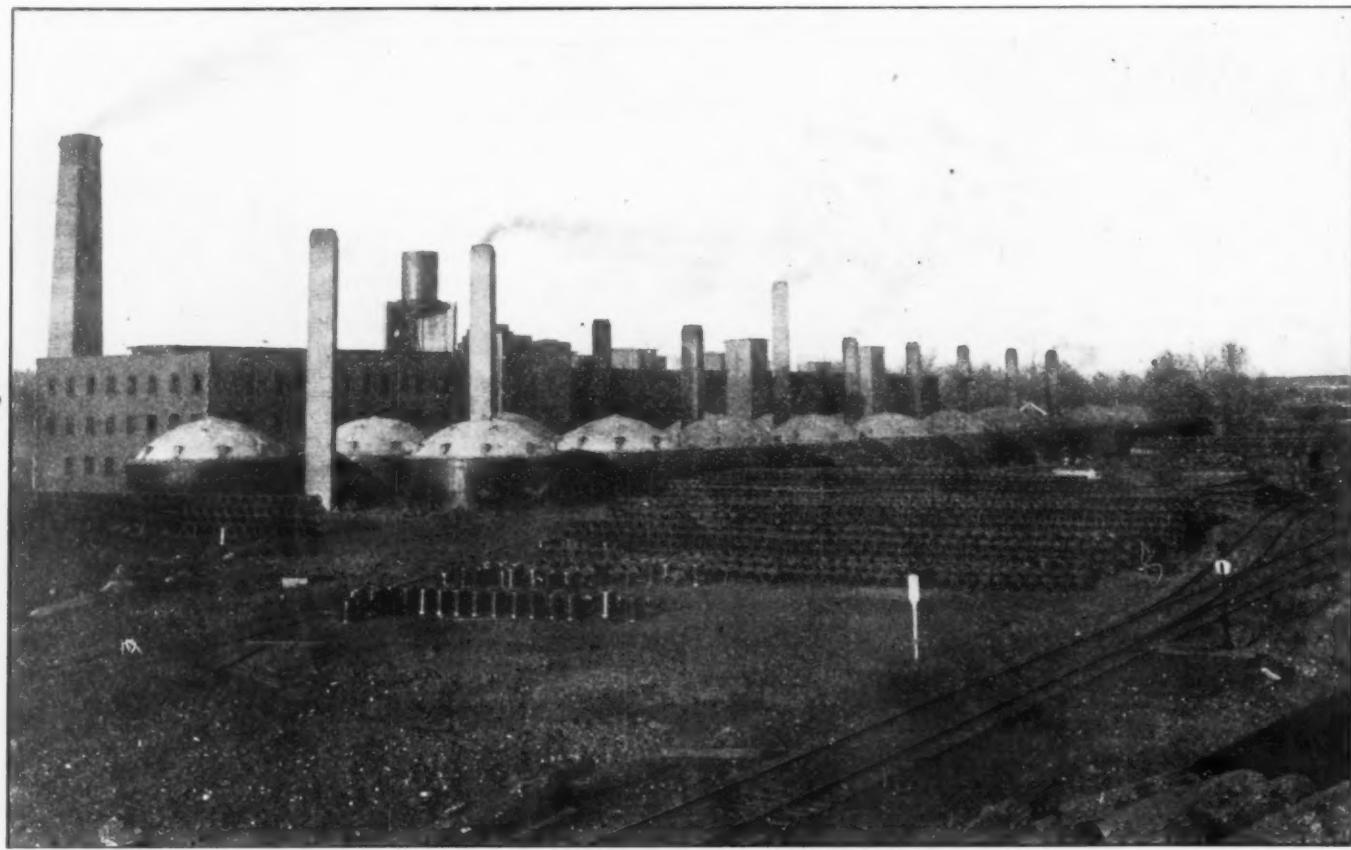
Southern Sewer Pipe Co.'s Plant.

In order to meet the prospective increase in the demand for its products, the Southern Sewer Pipe Co., Birmingham, Ala., has made extensive improvements to its already large plant. New clay machinery has been installed throughout, additions and new kilns have been constructed and many other improvements made, as shown in the accompanying illustration. This plant is now one of the largest and most complete clayworking plants in the South.

isiana, Mississippi, Georgia, Florida and Alabama as its special field. The shipments of salt-glazed vitrified pipe for sanitary sewers, drainage pipe, wall coping, double strength extra thick culvert pipe for highway and railway culverts, fire-clay flue linings and farm drainage tile amount to about 3000 cars per annum. Excellent railroad facilities are provided, there being nine trunk lines available for its shipments.

To Reclaim 428,000 Acres.

The Commissioners of Lafourche Basin Drainage District are having surveys made preparatory to the construction of main canal and laterals to reclaim 428,000 acres of alluvial land in Ouachita,



ENLARGED PLANT OF THE SOUTHERN SEWER PIPE CO., BIRMINGHAM, ALA.

tension. The construction makes it a smokeless furnace, and also gives a saving in labor, with small amount of dirt and ashes.

It is stated that a number of these boilers have been shipped to the Pacific coast, but that this is the first time that Phoenix Iron Works Co. has secured a reliable, scientific test of its qualifications and

ideal way. Electric power permits this to a notable degree.

One of the accompanying illustrations shows a motor-driven pump manufactured by the Gardner Governor Co., and the other shows its vertical air compressor connected to motor by means of gearing. These vertical machines are made with capacities as high as 140 cubic feet. For

Its clay products, including standard sewer pipe, double strength extra thick pipe, fire-clay stovepipe, flue linings, wall coping, thimbles, fire-brick, fire-clay chimney tops and other fittings, are illustrated and briefly described and price-lists given in its "Clay Products" catalogue. The pipe is made of shale clay, vitrified and glazed. It is extensively used by mun-

Caldwell, Richland and Morehouse parishes of Louisiana. Victor C. Barringer of Monroe, La., is chairman of the executive committee. R. L. Morris, Jr., also of Monroe, is the engineer in charge.

More than 10,000,000 feet of pine timber is being shipped by water from Beaumont, Tex., to Canada.

Construction Department

TO OUR READERS!

In order to follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "it is reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be shown on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the postoffice will be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur.

WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year. On all advertising contracts in the Manufacturers Record for three months or longer a subscription to the Daily Bulletin is included for the contract period.

BRIDGES, CULVERTS, VIADUCTS

Ga., Clyo.—Seaboard Air Line Railway, W. D. Fauchette, chief engineer, Portsmouth, Va., awarded contract to Vaughn Construction Co., Roanoke, Va., for filling of approaches to Savannah River bridge on South Carolina side; about 100,000 cubic yards of filling; concrete piers completed.

Md., Baltimore.—Ezra B. Whitman, Water Engineer, advises as follows relative to recently-noted bridge No. 2 across Gunpowder River at Loch Raven: Steel truss, three spans of 300 feet each; approximate cost, \$75,000; contract not let; (as previously noted) contract for piers and abutments recently awarded to Stewart-Jones Company, Rock Hill, S. C., and Claiborne, Johnston & Co., 901 Calvert Bldg., Baltimore; E. J. Greiner, consulting engineer in connection with design of superstructure; Mr. Whitman in general charge of superstructure, piers and abutments.

Md., Hagerstown.—Washington and Allegany County Commissioners contemplate building jointly two iron bridges across Sideling Hill Creek, which divides two counties. Address Washington County Commissioners at Hagerstown or Allegany County Commissioners at Cumberland, Md.

Md., Powells Bend (not a postoffice).—Cumberland Valley Railroad Co., Thomas B. Kennedy, assistant to engineer, Chambersburg, Pa., will construct bridge across Potomac River near Powells Bend; will ask bids. (Recently reported as to construct bridge across Potomac River two miles from Williamsport, Md.)

N. C., La Grange.—Lenoir county rejected former bids and asks new bids, to be opened July 7, for construction of steel bridge across Neuse River; bridge 300 feet long; concrete piers; single track; plans by Owego Bridge Co., Owego, N. Y.; C. W. Pridgen, Register of Deeds; recently noted. (See "Machinery Wanted.")

Tenn., Chattanooga.—Cincinnati, New Orleans & Texas Pacific Railway, Curtis Dougherty, chief engineer, Cincinnati, O., advises is preparing to construct by company force (no contracts) six new bridges to replace other structures; cost about \$186,000; steel work furnished by American Bridge Co., 30 Church St., New York.

Tenn., Nashville.—Davidson County Bridge Commission, E. G. Connell, chairman, will construct six reinforced concrete bridges as follows: 22x12-foot spans over Little Creek, Sulphur Creek at Hicks Crossing, and also at White's crossing, Little Marrow Bone Creek; 22x16-foot span over Little Richland Creek, and 25x22-foot span across Bosley Ave.; bids received until July 5; F. E. Freedland, county bridge engineer, 65 Life & Casualty Bldg., Nashville. (See "Machinery Wanted.")

Tex., Houston.—City of Houston and Harris county will construct temporary bridge over channel at San Jacinto St. crossing while new structure is being built; temporary structure will cost \$8000; William P. Michael & Co. were recently reported as securing contract for permanent structure at \$128,214; F. L. Dormant, City Engineer.

W. Va., Charlestown.—Charlestown district of Jefferson county votes July 10 on \$35,000 bond issue to construct bridge across Shenandoah River at Bloomery.

Staunton is interested in establishment of brick and tiles plant.

Va., Petersburg—Bricks.—Andrews Cauchoue Paving Brick Co. incorporated with \$100,000 capital stock to manufacture patented paving brick by chemical process, filler being wood fiber; machinery being installed; M. P. Andrews, president; E. G. Andrews, vice-president; F. O. Strallman, secretary-treasurer.

COAL MINES AND COKE OVENS

Ark., Spadra.—West Spadra Coal Co., capital stock \$25,000, incorporated by R. D. Dunlap, D. Ward Dunlap, C. Langford and W. R. Eustice.

Ky., Lexington.—Ware Coal & Land Co., capital stock \$50,000, incorporated by Bailey D. Berry of Lexington, J. O. Evans of Winchester, Ky., and C. R. Prewitt of Mount Sterling, Ky.

Ky., Lexington.—Goff Coal & Land Co., capital stock \$50,000, incorporated by Bailey D. Berry of Lexington, J. O. Evans of Winchester, Ky., and C. R. Prewitt of Mount Sterling, Ky.

Ky., Idamay.—Sturgeon Creek Coal Co., capital \$1000, incorporated by H. D. Parrish, Walter Gourley, B. McGuire and G. Gourley.

Ky., Pineville.—Corum-Parker Coal Co., organized by Dr. J. L. Corum, F. E. Parker and others, leased mines of Elk Coal Co. and will operate.

S. C., Union.—Consumers' Fuel Co., capital \$1000, incorporated; W. S. McLure, president; W. W. Johnson, secretary-treasurer; J. W. Nance, general manager.

Va., Bristol.—United Collieries, authorized capital \$500,000, incorporated; president, R. R. E. Tamm.

PROPOSAL ADVERTISEMENTS

IN THIS ISSUE ARE

PUBLISHED ON PAGES 92 and 93

In order to secure best bids from leading engineers, contractors and investment houses, the proposal advertising columns of the Manufacturers Record are invaluable.

Rate 20 cents per line per issue.

When Proposal Advertisements cannot be sent by mail in time to secure insertion before date for opening bids, please wire advertisement copy collect by Night Letter.

Proposal Advertising forms close Wednesday, 10 A. M.

W. Va., Logan.—Logan county votes August 2 on \$60,000 bond issue to construct five bridges. Address County Commissioners.

CANNING AND PACKING PLANTS

La., St. Bernard.—Foster & Fountain Co., capital stock \$25,000, organized with Martin Fountain, Jr., president; Louis V. Trocheset, vice-president, and Charles B. Foster, secretary-treasurer; plans to establish plants for canning oysters, etc.

Mo., St. Louis.—Best-Clymer Manufacturing Co., 1425 International Life Bldg. (recently noted incorporated, capital stock \$10,000), will open proposals about July 10 on three-story-and-basement 250x60-foot ordinary-construction building; install preserving equipment, etc.; open machinery bids about August 15; M. G. Clymer, president and manager; L. Rosen, vice-president; R. Best, secretary-treasurer. (See "Machinery Wanted.")

Va., Fredericksburg.—Hazel Hill Canning Factory incorporated with Henry Warden, president-treasurer; W. D. Carter, vice-president; J. J. Fisher, secretary; secured building; will remodel and equip as cannery.

CLAYWORKING PLANTS

Md., Frostburg.—Bricks.—Big Savage Fire Brick Co. will build additional kilns; site to comprise 7500 square feet.

Tenn., Moscow.—Terra-cotta, etc.—Ike A. Chase and associates are organizing company to establish terra-cotta, brick and tile plant.

Tex., Mexia.—Bricks.—Mexia Brick Co. will build plant with daily capacity 50,000 bricks; cost \$25,000; use natural-gas for fuel.

Tex., Mexia.—Terra-cotta.—John R. Rollins of St. Louis, Mo., and associates will build terra-cotta plant; cost reported at \$100,000.

Tex., Rosenberg—Brick and Tile.—I. M.

Tate Irvine of Big Stone Gap, Va.; secretary, Paul Dulaney; treasurer, Frank C. Wright, both of Washington, D. C.; probably to consolidate coal-mining properties in Lee and Wise counties.

Va., Roanoke.—Stone Mountain Coal Corporation, capital stock \$50,000, chartered; H. C. Elliott, president, Roanoke; A. Gordon Jones, vice-president, Washington, D. C.; J. E. M. Hanckel, secretary-treasurer, Roanoke.

W. Va., Adamson.—Union Coal Co. will develop additional coal mines; building reservoir to cover 10 acres; will erect 100 miners' dwellings.

W. Va., Mullens.—Trace York Coal Co. will develop 517 acres coal land; ultimate output 1000 tons coal; Edward Cooper, Bramwell, W. Va., president; D. H. Thomas, Columbus, O., vice-president; A. M. Smith, Bramwell, W. Va., secretary; W. B. Honaker, treasurer. (Recently noted organized to develop coal mines.)

CONCRETE AND CEMENT PLANTS

Ala., Ragland.—Portland Cement.—Atlantic & Gulf Portland Cement Co. bondholders committee plans reorganization; new company to be capitalized as follows: \$1,500,000 first preferred stock, \$200,000 second pre-

ferred stock, \$1,500,000 common stock, \$500,000 first mortgage bonds, with privilege to

issue \$100,000 additional for additions to plant; intention of bondholders committee to increase daily capacity of plant from 1000 barrels to 1800 barrels Portland cement at time of reorganization; Daniel N. McFadden, manager. (Recently noted incorporated, capital stock \$25,000.)

Ga., Franklin.—Heard County Oil Mill & Fertilizer Co., A. H. Powers, president, will remodel plant and install machinery.

La., Gretna.—Southport Mill, Ltd., Southport (P. O. New Orleans), La., will build plant at Gretna; install 500-horse-power motor to furnish electricity to operate machinery; plant will be operated in addition to new plant at Southport recently noted.

\$5000), states organized to build and sell machinery for building concrete silos.

COTTON COMPRESSES AND GINS

Ala., Clanton.—Planters' Gin & Warehouse Co. will erect gin and cotton warehouse to cost \$4000; purchased gin machinery at cost of \$4000, exclusive of power; daily capacity 60 to 80 bales; contemplates installing oil mill for next season; W. I. Mullins, secretary-treasurer; W. L. Popwell, manager.

Ala., Guntersville.—Commercial Club, J. A. McKinstry, secretary, is interested in installing cotton gin. (See "Cottonseed Oil Mills.")

Ala., Dermott.—Dermott Gin Co. organized by G. R. Kirkpatrick, W. A. Porter, Joe Pugh and others.

N. C., Tarboro.—Tarboro Ginnery Co., authorized capital \$100,000, incorporated by George A. Holderness, C. A. Johnson and others of Rocky Mount, N. C.

Okl., Waurika.—Ryan Cotton Oil Co. will build cotton gin to cost \$10,000.

S. C., Bradley.—Bradley Manufacturing Co., capital stock \$75,000, incorporated; J. L. Watson, president; H. T. Patterson, secretary-treasurer; Nell Stiffle, manager; has purchased equipment of cotton ginning machinery. (Previously noted.)

S. C., Ebenezer.—Ebenezer Canning & Milling Co. will rebuild cotton gin burned at estimated loss of \$300.

Tex., Arlington.—Farmers' Union Gin & Warehouse Co., capital stock \$6000, incorporated by J. W. Fitzhugh, H. W. Wilder and Dick Heatley.

Tex., Blanket.—Farmers' Gin Co., capital stock \$5000, incorporated by G. C. Manor, R. L. Eaton and T. M. Dooley.

Tex., Houston.—Merchants' Compress Co. awarded contract to erect compress and warehouse. (See "Warehouses.")

Tex., Jefferson.—Jefferson Cotton Oil & Fertilizer Co. (recently noted to install four-stand all-steel cotton gin) advises that contract awarded to J. D. Pridgen & Co., Norman, Okla., is for construction work only; Jefferson company furnishes material.

Tex., Memphis.—Memphis Compress Co., capital stock \$20,000 incorporated by T. E. Whaley, C. H. Boedecker and S. Daube; will build cotton compress to have daily capacity 1500 bales; machinery ordered; cost \$35,000.

Tex., Navasota.—R. A. Horlock Company organized; R. A. Horlock, president; R. W. Horlock, secretary-treasurer; will operate cotton gin, ice plant and soda water plant; daily capacity, 40 tons ice and 75 bales cotton; has buildings and equipment. (Recently noted incorporated with \$80,000 capital stock.)

Tex., Sudler.—Co-operative Gin Co., capital stock \$6500, incorporated by Dexter Spalding, Harvey Eldridge and Samuel L. Richardson.

Tex., Tuscola.—R. C. Malone of Abilene, Tex., will build cotton gin and ice plant.

COTTONSEED-OIL MILLS

Ala., Oneonta.—Oneonta Oil & Fertilizer Co. awarded contract to Smith & Condon at \$7000 to erect cottonseed-oil mill and fertilizer plant. (Recently noted organized with \$50,000 capital stock to build oil mill and fertilizer plant.)

Ala., Guntersville.—Commercial Club, J. A. McKinstry, secretary, is interested in erection of cold-press cotton oil mill; \$16,000 capital; will install cotton gin in connection with mill.

Ala., Clanton.—Planters' Gin & Warehouse Co., W. L. Popwell, manager, contemplates installation of oil mill to be operated in connection with cotton gin. (See "Cotton Compresses and Gins.")

Ark., Russellville.—Russellville Cotton Oil Co., W. H. Franklin, president, will establish mill of 15 tons daily capacity; J. G. McFadden, manager. (Recently noted incorporated, capital stock \$25,000.)

Ga., Franklin.—Franklin Oil Mill & Fertilizer Co., A. H. Powers, president, will remodel plant and install machinery.

La., Gretna.—Southport Mill, Ltd., Southport (P. O. New Orleans), La., will build plant at Gretna; install 500-horse-power motor to furnish electricity to operate machinery; plant will be operated in addition to new plant at Southport recently noted.

Miss., Macon.—Imperial Cotton Oil Co. will rebuild second story of main building; brick, with fireproof roofing; plans by company; install lint-room and huller-room machinery; daily capacity 60 tons cottonseed. (Recently noted.)

S. C., Anderson.—People's Oil & Fertilizer Co., L. N. Geer, president, will install additional machinery, increasing capacity of plant.

Tex., Sherman.—Interstate Cotton Oil Refining Co. states awarded contracts for compound machinery, refrigerating machinery and refining plant; C. A. Sanford, president; N. B. Blige, vice-president; G. D. Miller, secretary-treasurer. (Previously noted incorporated, capital stock \$600,000, as acquiring and to remodel old Sherman oil mill.)

DRAINAGE AND IRRIGATION

Ga., Savannah.—Brewster Lumber Co. (main office, Painted Post, N. Y.) purchased several thousand acres land between Big and Little Ogeechee rivers, 12 miles from Savannah; plans to drain entire area, estimated to require 125 miles of drain piping; develop land for farming and colonization; of total, 3000 acres, consisting of rice lands, will be immediately drained and divided into small farms; also proposes to erect dwellings and other structures on individual farms.

La., Centreville.—Sub-drainage district created for widening, deepening, straightening and extending present drainage canal of Yellow Bayou drainage district; amount of earth, 44,000 cubic yards; three miles long; five feet deep and 20 feet to 6 feet wide at bottom; bids now being advertised; work probably by steam land dredge; estimated cost \$5000; W. T. Brown, president; I. S. Wooster, secretary; V. E. Smith, Franklin, La., engineer in charge.

La., Monroe.—Commissioners Lafourche Basin Drainage District are having surveys made by engineers preparatory to construction of system to reclaim 428,000 acres alluvial land in Ouachita, Caldwell, Richland and Morehouse parishes; estimated cost \$500,000; R. L. Morris, Jr., of Monroe, engineer in charge; Victor C. Barringer, chairman executive committee. (Previously mentioned.)

La., Shreveport.—City engaged Hedrick & Cochrane, Kansas City, Mo., as engineers to prepare plans and specifications for reclamation of batte front of Shreveport along Red River; proposed, with Government permission, to raise batte to level of front street, reclaiming about 35 acres, at cost of \$215,000; work to include 1,000,000 cubic yards of filling; George R. Wilson, City Engineer, Hedrick & Cochrane wire Manufacturers Record: "City proposes to reclaim 35 acres along Cross Bayou and Red River by building bank protection works and filling by pumping river sand; estimated cost, \$215,000; project in preliminary stage; permit of War Department to be secured; public hearing held by War Department.

La., Venice.—Venice District of Plaquemines parish, Ernest Fellow, secretary, will construct canal 43,284 feet long, 30 feet wide and 26-foot bottom; R. S. Daniel, 426 Audubon Bldg., New Orleans, La., engineer in charge; bids opened about August 1; amount available, \$60,000; recently noted to construct pumping plant in district comprising 1469 acres. (See "Machinery Wanted.")

Mo., Elsberry.—Elsberry Drainage District Commissioners, James C. Welch, secretary, will construct ditch and levee work; about 220,000 cubic yards; Harman Engineering Co. of Peoria, Ill., engineer; bids received until July 8; recently noted as to issue \$325,000 of bonds to complete drainage system. (See "Machinery Wanted.")

N. C., Shelby.—Buffalo District No. 1, Cleveland county, will dredge Buffalo Creek and three tributaries; bids received until July 20; mileage 25; yardage on Buffalo 624,100, and on all streams 922,328; W. L. Damron, chairman. (See "Machinery Wanted.")

N. C., Shelby.—Cleveland County Drainage Commissioners (W. L. Damron, J. H. Quinn and T. F. Hambright) are arranging for construction of drainage system to reclaim swamp land; \$108,000 bond issue available.

N. C., Wilmington.—Rocky Point Drainage Commissioners, M. F. H. Gouverneur, secretary, 505 Southern Bldg., will construct main canal two miles long and five miles of laterals (shovel work), construction comprising about 22,000 cubic yards earth, 700 cubic yards rock excavation and four small wooden bridges; plans, etc., at office of Clerk Superior Court, Pender county; plans and specifications furnished on application to J. L. Becton, engineer, Wilmington; bids received until July 10. (See "Machinery Wanted.")

Tex., Porterville.—Porterville Irrigation Co., capital stock \$15,000, incorporated by H. L. Stratton, C. B. Scott and William Meyer.

ELECTRIC PLANTS

Ark., Morrillton.—S. R. and M. B. Morgan of Eldorado, Ark., purchased electric-light plant at Morrillton from W. L. Moose for \$12,500; new owners will rebuild and enlarge plant. (Recently noted.)

Fla., Alachua.—City has plans by J. B. McCrary Company, Third National Bank Bldg., Atlanta, Ga., for electric plant and water-works; estimated cost, \$24,000.

Fla., Orlando.—City Council granted franchise to J. B. Magruder to construct electric-light system. (See "Ice and Cold-Storage Plants.")

Ga., Reynolds.—City, J. A. Matthews, Mayor, contemplates installation of electric-light plant; population 1000. (See "Machinery Wanted.")

Ky., Perryville.—Perryville Ice & Light Co. will install additional electrical equipment; also ordered boiler and will double capacity of ice plant.

Mo., Kearney.—John A. Eby and T. Henderson secured franchise to furnish electricity for lighting.

N. C., Black Mountain.—City granted 20-year franchise to Black Mountain Telephone Corporation, Fred B. Braid, manager, to furnish electricity; build plant at Dickey, Campbell & Co.'s lumber mill; will install 75-kilowatt three-phase lighting and power system; placed order for machinery and material.

N. C., Charlotte.—Z. V. Taylor wires Manufacturers Record: "Southern Public Utilities Co. organized to take over public service properties in Charlotte, Winston-Salem, Hickory, Thomasville, China Grove, Belmont and Mt. Holly, N. C., and Greenville, Anderson, Chester and Fort Lawn, S. C.; Z. V. Taylor, president; A. V. Harrill, vice-president; E. C. Marshall, treasurer; W. C. Parker, secretary." (Previously mentioned as purchasing Anderson property, etc.)

S. C., Anderson.—Southern Public Utilities Co., Z. V. Taylor, president, Charlotte, N. C., acquired formal possession of Anderson Water, Light & Power Co., heretofore mentioned as purchased; contemplates various improvements to include construction of \$100,000 transmission system, conveying electricity from wires of Southern Power Co., Charlotte, allied with Southern Public Utilities Co. (Previously mentioned.)

S. C., Allendale.—City is considering bond issue to construct electric-light plant and water-works. Address The Mayor.

Tenn., Centerville.—Buckeye Spoke Co., Bon Aqua, Tenn., will petition Board of Mayor and Aldermen for franchise to construct electric-light plant.

Tex., Freeport.—Gulf, Freeport & Northern Railway (C. L. Sharp and J. H. Bartlett of Marshall, Tex., and associates) will build main power-house at Freeport.

Tex., Itasca.—City Council granted franchise to Texas Light & Power Co., Dallas, Tex., purchaser of local electric-light plant; proposes to expend \$12,000 for improvements.

Tex., San Benito.—City Council granted 50-year light, power, telephone and water franchise to S. A. Robertson Company; plants are now operated by local company of which S. A. Robertson is president.

Va., Amherst.—Town contemplates voting on \$10,000 bond issue to secure electric-light plant and water supply. Address Town Clerk.

FERTILIZER FACTORIES

Ala., Oneonta.—Oneonta Oil & Fertilizer Co. awarded contract to Smith & Condon at \$7000 to erect fertilizer plant and cottonseed-oil mill recently noted. (See "Cottonseed-oil Mills.")

Ala., Guntersville.—Commercial Club, J. A. McKinstry, secretary, is interested in establishing fertilizer plant.

Ala., Franklin.—Hildreth County Oil Mill & Fertilizer Co., A. H. Powers, president, will remodel plant and install machinery.

Ala., Shreveport.—Shreveport Fertilizer Works, S. G. Sample, president (previously noted organized, capital stock \$500,000, and to have secured 10-acre site for erection of plant), awarded contract for complete plant to Pratt Engineering & Machine Co., Atlanta, Ga.; construction commenced; manufacture acid phosphate under Pratt gravity den system; S. R. Jennings, secretary-manager.

S. C., Anderson.—People's Oil & Fertilizer Co., L. N. Geer, president, will install additional machinery, increasing capacity of plant.

S. C., Greer.—Mendenhall & James awarded contract to Greer Lumber Co. to erect building; 30x100 feet; ordinary construction; cost \$4500; plans by S. P. Tinsley, Spartanburg, S. C.

FLOUR, FEED AND MEAL MILLS

Tenn., Three Springs, R. F. D. from Whiteburg.—Mrs. A. M. Bishop will install roller process flour mill; daily capacity 25 barrels; cost about \$2500.

Tex., San Antonio.—Pocco-Hantas Milling Co. opens bids about July 15 to erect engine-house; 60x80 feet; fireproof; concrete and steel; electric lighting; composition roof; cost \$25,000; plans by Ernest P. Behles, 228 W. Commerce St., San Antonio; architect may be addressed.

Tex., Sherman.—G. B. R. Milling Co. increased capital stock from \$50,000 to \$100,000.

FOUNDRY AND MACHINE PLANTS

Ala., Gadsden.—Machinery.—Ward-Weller Company will build addition to plant.

Ala., Gadsden-Stoves.—A. & J. Manufacturing Co. will increase capacity of plant 50 per cent.; addition to plant will include molding, cleaning, cupola and casting rooms; provide space for 12 additional floors; present capacity of plant 1000 stoves per month. (Previously noted to erect 60-foot addition to main building.)

Ark., Stuttgart—Machine Repairs, etc.—Stuttgart Foundry & Machine Co., J. E. Brown, president (recently noted organized, capital stock \$15,000, and as acquiring plant of Roush-White Company), states will install additional lathe, 34 or 36-inch swing; conduct repair and jobbing shop.

Fla., Jacksonville—Iron Works.—Southern Steel and Iron Works will rebuild plant; 110x250 feet; to include two buildings, machine shop and gray iron and steel foundry; two stories; install 500-horse-power oil engine with electric generating outfit; pattern-making machinery with modern pattern storage vaults; all machinery operated by independent motors; H. G. Perring Engineering Co. of Jacksonville, architect; plans ready in about 30 days. (Recently noted burned at loss of \$75,000 to \$80,000.)

Fla., East Point—Saws, etc.—Southern Saw & Machinery Co. awarded contract to J. A. Fischer, Atlanta, Ga., to erect one-story brick and steel building; cost \$50,000 to \$75,000; has purchased special machinery; reported to buy shaftings, hangers and pulleys in August.

Ky., Louisville—Machinery.—Maguire & Comstock Machine Co., capital stock \$5000, incorporated by Robert F. Comstock, Grover Maguire and Louis Zettler.

La., Columbia.—W. O. Humphries and E. B. Humphries contemplate establishing foundry and machine plant.

La., New Orleans—Iron.—Johnson Iron Works will erect, steel-frame and galvanized-iron building; cost \$6250.

N. C., Aberdeen—Agricultural Implements. Star Pea Machine Co. (recently noted incorporated, \$30,000 capital stock, to manufacture bean and pea hullers, etc.) will erect by day labor two-story 40x150-foot building; H. A. Page, president; Frank Page, Biscoe, N. C., secretary-treasurer.

N. C., Asheville—Scales.—Independent Scale Co. increased capital stock to \$120,000. (Recently reported to erect factory building costing \$18,000.)

N. C., Gastonia—Foundry, etc.—Cocker Machine & Foundry Co., capital stock \$50,000, incorporated by George B. Cocker of Gastonia, David J. Craig of Statesville, N. C., and others.

Tenn., Nashville—Patterns.—Strickland Pattern Works, capital stock \$15,000, incorporated by Barney Strickland, N. G. Caulk, John Lamb, L. Lutkins and W. E. Strickland.

Va., Bristol—Stoves.—Frank H. Miller and H. L. Cecil purchased Dominion Iron Works and will operate same as stove works.

Va., Charlottesville—Machinery.—Ryall's Machinery Corporation, Box 272, capital stock \$20,000, chartered; H. S. Hedges, president; C. H. Walker, vice-president; R. W. Garnett, secretary-treasurer; is reorganization of Ryall's Machinery Co.; same officers and directors; manufacture spinning mules, Ryall's locking device and positive shrinkage drive; machinery order placed.

W. Va., Wheeling—Machine Shop.—West Penn Electric Co. will build addition to machine shop and car barn; one story; brick and steel; cost \$12,000.

GAS AND OIL ENTERPRISES

Ky., Lawrence County.—Perry Oil & Gas Co., capital stock \$25,000, incorporated by

C. W. Watts, H. B. Hogan, John T. McClinton and others, all of Huntington, W. Va.

La., Edgerley.—Miller Company, capital stock \$15,000, incorporated; G. W. Hamilton, president; H. Kyle Ramsey, vice-president; R. S. Hale, secretary; Edgar Miller, treasurer; all of Lake Charles, La.

La., Marksville.—Louisiana Gas & Oil Co. incorporated with C. C. Gaspard president, Marksville; John R. Ayers, Natchez, Miss.; Jester Couvillon, treasurer, Marksville; L. A. Didier, secretary, Natchez, Miss.; will develop gas and oil property.

La., Vinton.—Calcasieu Petroleum Co., capital stock \$15,000, incorporated; J. A. Harper, president; Clem Anderson, vice-president; John L. Anderson, secretary; S. A. Spencer, treasurer, all of Jennings, La.

Okla., Hugo.—Ipsom Valley Oil & Gas Co., capital \$25,000, incorporated by J. A. Trice, J. W. Dawley and J. P. Ward, Hugo, and B. S. Bedford, Jumbo, Okla.

Okla., Chickasha.—Ben Hur Oil & Gas Co., capital stock \$50,000, incorporated by R. W. Murray, Olin Brashears, Ernest Tidwell, O. B. Hart and others.

Okla., Gotebo.—O & T Oil Co., capital stock \$80,000, incorporated by W. D. Baggett and others.

Okla., McAlester.—Pittsburg Gas Co. will extend gas mains from McAlester to North McAlester and State Penitentiary.

Okla., McAlester.—Boone Williams of Lehigh, Okla., petitioned City Council for franchise to supply natural gas.

Okla., Muskogee.—Rice-Hoshal Oil & Gas Co., capital stock \$50,000, incorporated by Barclay B. Rice, J. E. Hoshal, W. L. Hughes and E. C. Morton.

Okla., Nowata.—North Oklahoma Oil & Gas Co., capital \$75,000, incorporated by U. H. Hosterman, Kansas City, Mo.; William M. Ross, Tulsa, Okla., and Lawrence O'Connor, Nowata, Okla.

Okla., Oklahoma City.—Western Pacific Oil & Gas Co., capital \$25,000, incorporated by A. E. Bell, M. G. Addington and A. L. Versaw.

Okla., Oklahoma City.—Interstate Petroleum Co., capital stock \$100,000, incorporated by D. A. Duncan, B. D. Shearer, L. H. Prichard and C. H. Shubert.

Okla., Oklahoma City.—Practical Oil & Gas Co., 306 Colcord Bldg. (recently noted incorporated, capital stock \$30,000), states will probably open bids about September 1 for drilling machinery; L. A. Clancy, engineer in charge. (See "Machinery Wanted.")

Okla., Oklahoma City.—International Oil & Gas Co., capital stock \$25,000, incorporated by W. B. Nichols, E. G. Bedford and C. H. Hopper.

Okla., Oklahoma City.—Neighbors Oil & Gas Co., capital stock \$30,000, incorporated by J. Fred Miles and Edgar D. Smith of Oklahoma City and W. H. Rogers of Tulsa, Okla.

Okla., Shawnee.—Quintin Oil & Gas Co., capital stock \$10,000, incorporated by W. K. Dunn, S. P. Freeing and J. E. Odell.

Okla., Tulsa.—Brown-Fox Oil Co., capital \$50,000, incorporated by George T. Brown, Tulsa; W. W. Fox, C. R. Privett and W. Z. Dozier of Bixby, Okla.

Okla., Tulsa.—Pelham Petroleum Co., capital stock \$50,000, incorporated by Robert H. Childs, Thomas P. Melvin, Charles A. Guy and Eugene Farquer.

Okla., Tulsa.—Harden Oil Co., capital \$20,000, incorporated by J. H. Thomas, G. C. Simmons and B. H. McLaughlin, Tulsa, and C. B. Holmes, Muskogee, Okla.

Okla., Watonga.—Watonga Oil & Gas Co., capital stock \$50,000, incorporated by Fred B. Hoyt, John Wagner and A. E. Mascho of Cushing, Okla.; H. Brown and M. E. Clewell of Watonga.

Okla., Wewoka.—Central Oil Development Co., capital \$50,000, incorporated by F. O. Reed, George C. Naden, Oklahoma City, Okla., and B. V. Cummins, Waurika, Okla.

S. C., Rock Hill—Gas Plant.—Rock Hill Gas Co. will be incorporated to operate and control gas plant to be built by Kuehne & Co. & Co. of Philadelphia, Pa., holders of gas franchise; secured site on which to build plant and gasholder; proposes at present to build 40-foot holder with view to further enlargement. J. W. Lynch of Elizabeth City, N. C., will be in charge of installation. (Previously mentioned.)

Texas.—Shawnee Petroleum Co., capital stock \$10,000, incorporated to develop oil property in Eastern Texas; W. B. Clark, president; Clyde Barker, vice-president; Charles S. Miller, secretary; L. R. Baker, treasurer, all of Jennings, La.

Tex., Fort Worth.—Wardville Oil & Dev.

opment Co., capital stock \$24,000, Incorporated by Herbert Graves, W. H. Ward and F. H. Birmingham.

Tex., Pecos.—Pecos Refining Co., capital stock \$10,000, Incorporated by W. M. Hughes, W. M. Wilson and J. D. Robinson.

Va., Richmond—Gas Holder.—Administrative Board awarded contract to Delly-Fowler Company of Philadelphia, Pa., at \$11,200 to build 100,000-cubic foot gas holder. (Recently mentioned.)

W. Va., Huntington—Pipe Lines.—Huntington Development & Gas Co., J. T. McClelland, president, will construct gas pipe line to Ashland, Ky., 16 miles, where it has contracts for daily output 8,000,000 cubic feet gas; has completed 12-inch main from gas fields to Huntington and laid distributing lines in Huntington, where it has contracts for daily output 2,500,000 cubic feet, which will be doubled.

ICE AND COLD-STORAGE PLANTS

Fla., Orlando.—J. B. Magruder will build ice plant; also secured municipal franchise for electric-light system.

Fla., Sanford.—Southern Utilities Co., Jacksonville, Fla., is reported as to expend \$10,000 for improving plants.

Fla., St. Augustine.—Consumers' Ice Co. is being organized by Amos W. Corbett and others; reported to install plant with daily capacity of 10 to 12 tons ice. (Recently mentioned.)

Ky., Perryville.—Perryville Ice & Light Co. will double capacity of ice plant. (See "Electric Plants.")

N. C., Elizabeth City.—Puritan Fish & Storage Co., 50 Church St., New York, will establish fish packing and ice plant; estimated cost \$100,000; machinery bids opened July 15; recently reported to build fish packing, canning and ice plant at Manteo, expending \$30,000. (See "Machinery Wanted.")

N. C., Winston-Salem.—Home Ice Co., 230 Main St., will be organized with \$50,000 capital stock to establish ice plant with daily capacity 50 tons; has building 40x100 feet; machinery proposals may be addressed to C. M. Thomas. (See "Machinery Wanted.")

Tenn., Chattanooga.—John W. Ash, 528 Temple Construction Bldg., Chattanooga, has contract to erect cold-storage and warehouse building to be leased by Chattanooga Warehouse & Cold Storage Co.; 100x80 feet; five stories and basement; fireproof; reinforced concrete, brick and tile; plans by W. T. Downing, Atlanta, Ga.; machinery contract placed; cost (including machinery), \$80,000. (J. P. Lupton and Z. C. Patton previously noted to erect plant.)

Tex., Navasota.—R. A. Horlock Company (recently noted incorporated) will operate 40-ton ice plant, etc. (See "Cotton Compresses and Gins.")

Tex., Tuscola.—R. C. Malone of Abilene, Tex., will build ice plant and cotton gin.

LAND DEVELOPMENTS

Ala., Birmingham.—Walnut Hill Land Co., capital stock \$2000, Incorporated; Frank F. Moffett, president; A. A. Gambill, vice-president; W. B. Harper, secretary-treasurer.

Fla., Buena Vista.—Wayne Realty & Investment Co., Miami, Fla., is arranging for development of 30 acres extending from Biscayne Drive to bay for residential suburb; planned to divide property into about 70 lots, construct entrance gates with concrete pillars 15 feet high, 50-foot boulevard, water-works, sewer system, etc.; tract has frontage of 400 feet on bay.

Fla., Jacksonville.—Beacon Realty Co., 303 St. James Bldg. (recently noted incorporated with \$250,000 capital stock), will principally erect and sell buildings, etc., in Jacksonville and other Florida cities; Fred M. Leonard, president; Ernest W. Mitchell, vice-president; Myron L. Howard, secretary-treasurer.

Fla., Jacksonville.—American Securities Co., J. A. Holloman, president, purchased 400 acres land on Jacksonville-Fernandina Blvd. north of Duval City for establishment of Boys' Co-operative Pecan Club; 10 acres on paved boulevard for boys' club house with park and athletic grounds, farm foreman's home and boys' quarters, stables and garage; plant fruit trees, principally pecan and peach, on all avenues; pecan trees 40 feet apart, 20 to each acre; space between trees for staple farm crops; Roland Woodward, consulting engineer, making topographical surveys.

Fla., Miami.—Biscayne Realty Co., Dr. John Gifford, president, will develop residential section along bay front; awarded contract to Ben Johnson & Co. to dredge

canals through about 20 acres; to have system of canals intersperse system of streets, so that each lot (totaling 50 or 60) will have boulevard along one side and canal along other; each lot not less than 100x200 feet; company owns about one mile of land along bay front; will clear, plat and fill additional lots as demanded.

Ga., Savannah.—Powell Land Co., Canisteo, N. Y., will develop 2300 acres of land 18 miles south of Savannah for farming; bids opened; J. D. Vaughn of Lumber City, Ga., engineer in charge; capital stock \$50,000; J. W. Powell, president; M. C. Powell, secretary. (M. C. and J. W. Powell recently noted as having purchased land.)

Ky., Covington.—Industrial Land & Improvement Co., capital \$50,000, incorporated by H. S. Lee, R. C. Stewart and Ben Adams.

Ky., Louisville.—Ohio River Land Co., capital \$75,000, incorporated by P. J. Hanson, J. H. Whallen, J. P. Whallen, W. O. Head and Louis Seelbach.

Mo., Springfield.—H. E. Patterson and associates purchased Fisher's Cave and will improve cove and grounds (25 acres) as public pleasure resort; cove about one mile long.

N. C. Charlotte.—D. R. Creecy of Richmond, Va., and others are arranging for development as residential suburb of property acquired from Paul Chatham and associates; landscape architect is preparing plans.

N. C., High Point.—Wexler Land Co., capital stock \$50,000, incorporated by T. V. Edmund of Winston-Salem, N. C.; H. W. Krohnheimer and R. B. Terry of High Point.

Tex., Amarillo.—Land Development Co., capital stock \$9000, incorporated by Frank A. White, C. R. Sutton and George R. Vaughn.

Tex., San Antonio.—Mountain Townsite Co., capital stock \$10,000, incorporated by H. P. Street, Walter P. Napier, Harry Trayler and others.

Tex., Taylor.—Zella Townsite Co., capital stock \$22,000, incorporated by Howard Bland, C. A. Nelson and R. B. Pumphrey.

Va., Norfolk.—Higgins Land Corporation, capital stock \$50,000, Incorporated; W. H. Taylor, president; P. M. Prescott, Jr., secretary.

W. Va., Elkins.—North Elkins Improvement Co. will develop 271 acres of land, adjoining Elkins on north, as factory sites; cost of improvements, \$15,000; A. S. Bosworth, president; R. B. Harris, vice-president; O. J. King, secretary. (Recently noted incorporated with \$10,000 capital stock.)

LUMBER MANUFACTURING

Ark., Caddo Gap.—Gap Lumber & Stave Co., recently noted (as "Gap Lumber Co.") increasing capital stock to \$30,000, acquired plant formerly built by Paddock Sawmill Co.; made some changes; daily capacity 35,000 feet yellow pine lumber yard stock; may install tight-barrel cooperage mill within a year or two; president, W. B. Barton, Mena, Ark.; vice-president, L. J. Witherpoon, Womble, Ark.; treasurer, J. M. Witherpoon; secretary, P. Cobb.

Ark., Dermott.—Fee-Crayton Lumber Co., Frank R. Fee, president (recently noted), advises will build eight miles of new railroad from Chicot, Ark., for bringing logs to Dermott, but will not erect any additional mills.

Ark., Gurdon.—B. B. Young purchased equipment for recently-noted sawmill; 25,000 daily capacity; mill built.

Fla., Bayou Chico, P. O. at Pensacola.—Florida & Alabama Land Co. will rebuild planing mill burned at estimated loss of \$8000.

Fla., Pace.—Escambia Land & Manufacturing Co. will rebuild planing mill burned at loss of \$30,000.

Ky., Louisville.—Alfred Struck Company will build drykiln; cost \$6000; construction by company; material purchased.

La., Alexandria.—Hess & Hastings Lumber Co., capital stock \$10,000, Incorporated; O. L. Hastings, president; P. L. Hastings, vice-president; G. C. Hess, secretary-treasurer.

La., Gibsland.—Gibsland Land & Lumber Co., Ltd., capital stock \$25,000, Incorporated; Edwin Wonlock, president; B. B. Stillard, vice-president; T. R. Vancleave, secretary-treasurer.

La., Shreveport.—Spring Bank Lumber Co., capital stock \$150,000, Incorporated; H. M. McIver, president; E. W. Hamiter, vice-president; J. L. Dodson, secretary; W. H. Dye, treasurer.

La., Winnfield.—Lone Pine Lumber Co.,

capital stock \$25,000, incorporated by L. and J. Rogers and J. H. Matthews.

Miss., Rolling Fork.—Issaquena Lumber Co., capital stock \$100,000, Incorporated by H. B. Blanks, James Pearson and others.

Mo., Kansas City.—Holmes, Holmes & Paige, Keith & Perry Bldg., Kansas City, can give information regarding Delta Land & Timber Co., recently reported Incorporated (Del., Dover) with \$500,000 capital stock.

Mo., St. Louis.—Bishop-Whaley Lumber Co. Incorporated by R. H. Whaley and I. B. Bishop of St. Louis and C. H. Bishop of Jackson, Mo.; capital stock \$6000.

N. C., Grifton.—Dawson Timber Co., capital stock \$10,000, Incorporated by W. W. Dawson, T. T. Dawson, Roscoe Dawson, Thomas Ormond and C. T. Meacham.

N. C., Morehead City.—Bogue Sound Lumber Co., capital stock \$10,000, Incorporated by G. L. Simmons of Newbern, N. C.; Amos T. Wetherington and E. H. Gorman of Morehead City.

Tex., Montgomery County.—John Sanders, D. C. Craver and H. B. McWilliams of Marshall, Tex., purchased 2500 acres timber land in Montgomery county.

Tex., Spring.—George D. Rice Lumber Co. increased capital stock from \$10,000 to \$15,000.

Va., Galax.—Bolling Lumber & Manufacturing Co., capital stock \$10,000, Incorporated; W. H. Bolling, president; T. J. Lineburg, vice-president; Floyd S. Landreth, secretary-treasurer.

Va., Big Stone Gap.—Clinchland Timber Corporation, capital stock \$300,000, chartered; A. K. Morrison, president; R. T. Irvine, treasurer; J. G. Nesbit, secretary.

Va., Charleston.—Dana-Guthrie Lumber Co. (recently noted incorporated, capital stock \$50,000) advises has purchased 14,500 acres timber land in Greenbrier and Pocahontas counties; H. A. Lightner, president; John A. Dana, vice-president; R. F. Ford, secretary; A. S. Guthrie, treasurer; operates mill with daily capacity 65,000 to 75,000 feet. (See "Machinery Wanted.")

W. Va., Lester.—Mankin Lumber Co., Beckley, W. Va., will build sawmill; develop timber property near Lester.

METAL-WORKING PLANTS

Mo., St. Louis.—Metal Specialties, etc.—Electro Depositing & Manufacturing Co., H. Lefevre, president, awarded contract to B. J. Charleville Building Co., St. Louis, to erect one-story building; 50x15 feet; mill construction; plans by John A. Lange, St. Louis; product, electro-plating and metal specialties; machinery purchased. (Recently noted under "Miscellaneous Factories.")

N. C., Salisbury.—Metal Shingles.—T. H. Vanderford will establish plant to manufacture reversible metal shingles; advises purchased Reversible Metal Shingle Co. of Mooresville, N. C., with patent rights for United States; will install additional machinery.

N. C., Whitely.—Aluminum.—Frank C. Ford, vice-president Carolina Portland Cement Co., Charleston, S. C., wires Manufacturers Record: "Have closed contract with B. H. Hardaway Contracting Co., Columbus, Ga., for all cement required to build dams, railroads and accessories for Southern Aluminum Co.; contract calls for 450,000 to 650,000 barrels; probabilities are they will use maximum quantity at rate of 25,000 barrels per month." Recent advices to Manufacturers Record from Hardaway company included following: Dam to be monolithic type, about 1300 feet long at crest and 200 feet high; power-house about 580 feet long by 90 feet wide and to contain 16x520 kilowatt direct-current 550-volt machines, two 100-kilowatt alternating-current 600-volt machines, etc.; two tunnels, each about 40x31 feet and 900 feet long, to divert flow of river during construction; 450,000 cubic yards masonry, etc.; Hardaway construction equipment to cost about \$500,000. (Southern Aluminum Co.'s plans for building hydro-electric plant, developing 110,000 horse-power, aluminum works, etc., at cost of more than \$10,000,000, heretofore detailed.)

W. Va., Wheeling.—Sheet and Tinplate.—Wheeling Sheet & Tinplate Co. decided to increase capital stock from \$750,000 to \$1,000,000 to provide for enlargements not originally contemplated and residue utilized as working capital. (Recently mentioned.)

MINING

Ark., Benton.—Sand and Gravel.—Salco Sand & Gravel Co. is operating dredging plant in connection with development of 100 acres of land containing sand and gravel; daily output, 600 yards; A. Kempner, presi-

dent; J. Berger, vice-president; I. Kempner, treasurer; Hugo Heiman, secretary. (Recently noted incorporated with \$25,000 capital stock.)

Fla., Duran.—Phosphate.—Charleston Mining Co., J. H. Miner, representative, Fort Meade, Fla., purchased phosphate land.

Fla., Polk County.—Phosphate.—Export Phosphate Co., capital stock \$1,500,000, has, it is reported, organized with H. L. Pierce, president, Boston, Mass.; H. G. Lowe, treasurer, Leominster, Mass.; Walter P. Webber, vice-president; Norton P. Webber, assistant treasurer and clerk; is reported as to acquire 2000 acres Polk county phosphate land and build mining plant; concrete storage bin, steel and concrete dry bin, electric power-house of 1000 horse-power capacity, and hydraulic plant with improved pumps; contemplates annual capacity 150,000 tons rock, but not contemplating mining over 100,000 tons.

Ga., Atlanta—Marble and Granite.—Atlanta Marble & Granite Co., capital stock \$20,000, Incorporated by Dr. J. N. Cook of Atlanta, C. H. Smith and U. G. Scott of Los Angeles, Cal., to quarry marble and stone near Atlanta.

Ky., Covington.—Gravel.—Bend Gravel Co., capital stock \$50,000, Incorporated by C. L. Robb, H. G. Ost and A. M. Cook.

Mo., Aurora.—Zinc.—Charles Lindow, Emil Lindow and others, 607 N. Illinois St., Belleville, Kans., are considering development of zinc mines near Aurora.

Mo., Galena.—Zinc.—Frank Elerick, Wade Dixon and John and Charles McKay will develop zinc mines.

Mo., Joplin.—Lead and Zinc.—Missouri-Kansas Development Co., S. J. Ellis, Jr., president, 315 Main St., will develop 70 acres; now sinking shaft-hand Jig for the present. (Recently noted organized.)

N. C., Sanford.—Gold.—Sanford Gold Mining Co. (recently reported incorporated with \$50,000 capital stock by J. W. Stephens of Jonesboro, N. C., and associates) will develop gold mines; reported to install operating plant to cost \$20,000.

Tenn., Nashville.—Phosphate.—Farmers' Phosphate & Fertilizer Co., J. O. Griffith, president, Box 302, writes to Manufacturers Record: "Our proposition consists of removing nine feet of overburden from about 30 acres of practically level land, removing about six feet of phosphate, washing and drying same; have washing machinery, with cylindrical dryer; overburden to be disposed of behind mining—no transportation equipment required for that feature; our desire to contract with reliable parties, contract to extend over four or five years; would like to close this by July 10; investigation and inquiry on ground; property on railroad, with siding for mine." (See "Machinery Wanted.")

Tex., New Braunfels.—Rock.—Comal Rock Co. will install crushing plant; daily capacity 600 tons rock; building bids opened July 10; machinery will include No. 6 and No. 4 gyratory crushers, No. 6 elevator, 16-foot screen, industrial track and 20 cars operated electrically; M. Roy Campbell, president; William G. Waldo, vice-president and secretary-treasurer. (Recently noted incorporated with \$20,000 capital stock.)

Va., Roanoke.—Iron.—Interior Iron Ore Corporation, capital stock \$25,000, chartered; James McCredy, president; W. M. Gilliam, vice-president; S. M. Garber, secretary-treasurer.

MISCELLANEOUS CONSTRUCTION

Ala., Mobile—Dock Improvements.—Mobile & Ohio Railroad (B. A. Wood, chief engineer, Mobile) and Southern Railway (B. Herman, chief engineer, Washington, D. C.) will improve docking facilities, expending about \$100,000; awarded contract to Jett Bros. Contracting Co. of Mobile to reconstruct and extend Pier No. 6; extend slip on south side of Pier No. 6 and slip on north side of Pier No. 3; also awarded contracts to Home Dredging Co. of Mobile for deepening river in front of all docks to uniform depth of 27 feet.

Ky., Louisville.—Heating Plant.—Lanham Hardwood Flooring Co., 12th and Magnolia Sts., will enlarge heating plant.

Md., Baltimore.—Recreation Pier.—Board of Estimates approved plans by Theodore W. Pietsch, 1220 American Bldg., Baltimore, for commercial and recreation pier at foot of Broadway; plans call for structure two stories high, 150x500 feet; fireproof, of brick, stone, steel and reinforced concrete; first floor for commercial purposes; recreation deck to be covered for 80 feet back from Thames St. and contain assembly hall, etc.;

Major ordered advertisement for bids for building superstructure; William L. Miller of Boston, Mass., will soon complete contract for piling work. Proposals invited for furnishing and erecting superstructure, including plumbing, heating, wiring and all other mechanical equipment; drawings and specifications at office of Inspector of Buildings, City Hall, on and after July 9; C. E. Stubbs, Inspector of Buildings.

Miss., Moss Point—Dock.—Government contemplates constructing dock; Col. C. A. F. Flagler of Mobile, Ala., engineer in charge of district.

Miss., Vicksburg—Levee.—Commissioners Third Mississippi River Levee District, J. A. Woodruff, Major, Engineers, will construct about 970,000 cubic yards earthwork; bids received until July 28, then opened; information on application. (See "Machinery Wanted.")

Miss., Vicksburg—Levee.—Third Mississippi River District, Major J. A. Woodruff, engineer in charge, will construct 970,000 cubic yards levee work in Upper Tensas and Arkansas River sections, and invites bids until July 25; lowest bidder for extension of Arkansas River levee (included in these contracts) will probably be awarded contract for additional 100,000 cubic yards by local levee boards.

Mo., Kansas City—Mausoleum.—Missouri-Kansas Mausoleum Co., capital \$600,000, incorporated by E. A. Stearns, J. H. McDonald and William L. Briggs.

Tenn., Memphis—Levee.—St. Francis Levee Board, 664 Randolph Bldg., Memphis, will construct 5,000,000 cubic yards levee work along Mississippi River from Arkansas-Missouri line to Helena, Ark.; bids opened July 1; B. G. Covington, engineer, 661 Randolph Bldg., Memphis. (Recently noted as letting contracts for various parts of work.)

Tenn., Orange—Filling.—Orange County Commissioners awarded contract to Lake Arthur Dredging Co. to remove trestle work of approaches and fill in with dirt instead of all bridges on public roads along Adams bayou and at Black's Ferry bridge; 20,000 cubic yards of dirt to be required.

MISCELLANEOUS ENTERPRISES

D. C., Washington—Steamship Lines.—New York, Norfolk & Washington Steamship Co., authorized capital \$15,000,000, incorporated to acquire Potomac & Chesapeake Steamship Co., Colonial Beach Company, etc.; latter owns Colonial Beach, Va., including hotel, pier, electric plant, amusement devices, etc.; contemplates direct passenger and freight line to New York, another to Norfolk and additional transportation facilities to intermediate points; Collin H. Livingston, president of Potomac & Chesapeake and vice-president of Colonial Beach corporation.

Fla., Pensacola—Naval Stores.—West Florida Naval Stores Co., Robert F. Mitchell, president, is establishing proposed "Naval Stores Warehousing Co." for storing turpentine in tanks; also rosin; investment \$20,000; improvement contracts let.

Fla., Bartow—Construction.—Hughes Construction Co., capital stock \$10,000, incorporated; G. W. Mann, president-treasurer; G. B. Skipper, vice-president-secretary; R. M. Hughes, general manager.

Fla., Punta Gorda—Printing.—Punta Gorda Herald contemplates erecting building and installing typesetting machinery to cost about \$3000.

Ga., Brunswick—Publishing.—Banner Publishing Co. will be incorporated with \$10,000 capital stock by L. P. Artman and E. G. Laird; will publish afternoon newspaper.

Ky., Lexington—Publishing.—Lexington Tribune Co., capital stock \$5000, incorporated by Thomas M. Owsley, C. E. Lamberton and W. H. Warren to publish daily newspaper.

Md., Baltimore—Laundry.—Harry T. Piatt will have plans prepared by Edward A. Moller, 1614 Harlem Ave., Baltimore, for laundry building at rear of 1634 Druid Hill Ave.; two stories; brick; 8.6x32 feet; fireproof; slate roof.

Miss., Biloxi—Amusement Resort.—J. O. Banks, Gulfport, Miss., will establish pleasure resort; cost of improvements, \$10,000 to \$20,000.

Mo., Excelsior Springs—Mineral Water.—Montezuma Baths & Mineral Water Co., capital \$5000, incorporated by R. H. Stein, H. P. Gerhart and F. H. Sprague.

Mo., Kansas City—Heating and Construction.—Bruggrave Heating & Construction Co., capital \$5000, incorporated by W. L. Bruggrave, W. A. Cryderman and J. E. Meyers.

Mo., Salisbury—Grain Elevator.—Farmers'

Elevator Co., capital stock \$15,000, incorporated by Henry Kessig, W. D. Wilson and Louis Glasson.

Mo., St. Louis—Building Material.—Building Material Co., incorporated by James T. McAnulty, Theodore H. Shiff and Fred W. Brand; capital stock \$10,000.

S. C., Columbia—Publishing.—Rev. W. H. Grever, D.D., editor Lutheran Church Survey, and associates will publish weekly magazine; American Lutheran Survey; erecting building; two stories; flatiron type with tower; 60x50 feet; J. B. Urquhart, architect; W. T. Dickey, contractor, both of Columbia.

Tenn., Knoxville—Printing.—J. T. Breen Printing Co., capital stock \$10,000, incorporated by J. T. Breen, M. J. Breen, E. A. Fortenberry, A. T. Bowen and W. K. Anderson.

Tenn., Nashville—Publishing.—Woman's Publishing Co. will increase capital stock from \$12,000 to \$35,000.

Tex., Galveston—Drydock and Marine Railway.—John J. Kane plans erection of 3000-ton drydock and 200-ton marine railway on bay shore of Galveston Island west of city limits; site comprises 26 acres, with water frontage of about 1000 feet; may purchase additional land and alter plans so as to increase tonnage of drydock to 10,000 tons; work will require extension of steamship channel of 30 feet in depth; estimated expenditure \$500,000.

Virginia.—North Virginia Corporation, capital stock \$5,000,000, chartered by John T. Watson, 109 90th St.; Earle L. Beatty, 414 W. 118th St., New York, and Adolphus F. Long, 210 Decatur St., Brooklyn, N. Y.

Va., Hillsboro—Mineral Water.—Walla-Wallatah Springs Co., capital stock \$125,000, incorporated by S. M. Champion and E. L. Tolman of Tuckahoe, N. J., and others.

W. Va., Charleston—Electric Supplies.—Modern Electric & Plumbing Co. leased building and will conduct general electrical and plumbing business; cost of machinery \$10,000; J. Friedman, president; John R. Koch, secretary-treasurer. (Recently noted incorporated with \$5000 capital stock.)

W. Va., Charleston—Electric Machinery, etc.—Smith-Hudson Company, capital stock \$10,000, incorporated by J. C. Hudson, N. R. Hudson, C. M. Vickers, F. C. Smith and L. M. Smith.

MISCELLANEOUS FACTORIES

Fla., Hastings—Creamery.—East Coast Creamery Co. organized to establish creamery.

Fla., Sarasota—Cigars.—Sarasota Cigar Co., capital stock \$25,000, Incorporated; A. B. Edwards, president; J. H. Hill, vice-president; J. C. Hill, secretary-treasurer.

Ga., Atlanta—Medicine.—Nuxcaro Company, capital stock \$30,000, incorporated; R. Wilkinson, president; Robert E. Kelly, vice-president-general manager; T. M. Word, secretary-treasurer.

Ga., Atlanta—Overalls.—C. T. Nunnally and T. H. McCrea awarded contract to Griffin Construction Co., Atlanta, to erect factory for Marcus Loeb & Co.; 60x200 feet; four stories; concrete and mill construction; steam heat; electric lighting; freight elevator; tar and gravel roof; cost of building, \$45,000; plans by Walker & Chase. (Previously noted.)

Ga., Atlanta—Lead Works.—United Lead Co., J. R. Wettstein, president, 11 Broadway, New York, will establish branch plant; advises Manufacturers Record: Will probably be incorporated as Georgia Lead Co.; to manufacture lead pipe, lead traps and sheet lead; contract awarded to H. J. Carr & Co. of Atlanta, Ga.; construction under supervision of A. J. Deniston, engineering department of United Lead Co., Chicago, Ill.; machinery equipment arranged for and being manufactured in company's shops; masonry and steel building 40x200 feet; approximate cost \$25,000; machinery about same cost additional.

Ga., Lagrange—Novelties.—Hamilton Novelty Co., Hamilton, O., has not definitely decided to establish factory recently reported; will probably not locate.

Ga., Buford—Shoes.—Bona Allen & Sons (recently noted to have purchased machinery for establishment of shoe factory) will erect 100x50-foot two-story building.

La., Alexandria—Turpentine.—Guy C. Fenner, D. F. Clark and J. P. Turregano are considering establishment of plant to manufacture turpentine from pine stumps on cutover pine lands.

Md., Baltimore—Coffee Roasting.—Lee Moran Coffee Co. incorporated with Robert Stewart president, Frank M. Lee vice-president, and Robert P. Morgan (2913 Walbrook Ave.)

Ave.) secretary-treasurer; leased four-story warehouse at 17 W. Pratt St. and will equip for roasting and storage of coffee.

Md., Elkton—Industrial Building.—Elkton Realty Co., capital stock \$10,000, incorporated by Frank T. Whitney and others; will erect building for manufacturing purposes.

Md., Hagerstown—Signs.—Keystone Moving Car Sign Co. of Paterson, N. J., will establish plant.

Md., Hagerstown—Brewery.—Hagerstown Brewing Co., Inc. (recently noted to make no improvements) states will not erect buildings but make general improvements at cost of \$15,000 to \$20,000.

Miss., Hattiesburg—Syrup.—Best-Clymer Manufacturing Co., 1425 Liggett Bldg., will establish mill for manufacturing sorghum and sugar-cane syrup; location not definitely settled; mill to have capacity of 400 tons; equip for evaporating, clarifying and canning syrup; also install refrigerating machinery. (W. C. Parkinson of Kansas City, Mo., and R. Best, St. Louis, Mo., recently noted as having acquired plant of McInnis Canning Co.)

Miss., Laine—Paper.—Joseph H. Wallace & Co., Temple Court Bldg., New York, engineer, advises that Southern Paper Co. is not planning extension in near future. (Previously noted contemplated.)

Miss., Yazoo City—Brooms.—George Herdrin and W. W. Russell will establish broom factory.

Mo., Kansas City—Buttons, etc.—Southwestern Button & Novelty Co., capital \$10,000, incorporated by S. Haskins, H. P. Harvey and M. Russell.

Mo., St. Louis—Fare Boxes—Automatic Register Co., 318 N. 4th St., contemplates establishing \$100,000 plant to manufacture fare boxes designed principally for street cars.

Mo., St. Louis—Hawthorn Investment Co. will erect factory at 4201-4227 Duncan St.; one story; cost \$36,000.

Mo., St. Louis—Hats.—Selzer Hat Co., capital stock \$5000, incorporated by Bessie Selzer, William F. Landwehr and Edward W. Forstel.

Mo., St. Louis—Clothing.—Heller & Livingston Clothing Co., capital stock \$50,000, incorporated by Emanuel B. Heller, Sigismund Livingston, B. M. Livingston and M. C. Hellman.

N. C., Winston-Salem—Bakery.—S. A. Pearson will build addition to bakery; 35x25 feet.

N. C., Winston-Salem—Tobacco.—Rucker Penn Co., capital stock \$125,000, incorporated; will operate tobacco factory; machinery purchased except electric motors; daily capacity 30,000 pounds leaf tobacco; Rucker Penn, president; W. A. Willingham, vice-president; R. L. Dibell, secretary; J. M. Patton, manager. (See "Machinery Wanted.")

Okla., Blackwell—Glass.—Wills J. Peele, Alexandria, Ind., advises has abandoned, for the present, establishment of glass plant at Blackwell. (Previously noted.)

Okl., Lawton—Bakery.—Sanitary Bakery, capital stock \$6000, incorporated; M. M. Jackson, president; Ella Caldwell, secretary; Frank Miller, treasurer; will operate bakery; has plant.

Okl., Sapulpa—Glassware.—Schram Glass Manufacturing Co., St. Louis, Mo., Leo Drey, president, will establish plant with daily capacity eight cars wide and narrow-mouth glassware; erect seven buildings, with steel galvanized sidings, at cost of about \$100,000; building proposals opened July 1; install machinery of various types.

S. C., Aynor—Tobacco.—Aynor (not Lyon as recently stated) Tobacco Warehouse Co. organized; John T. Shelley, president; S. J. Lewis, vice-president; W. Boyd Jones, secretary-treasurer; will operate leaf tobacco factory. (See "Machinery Wanted.")

Tenn., Jellico—Gloves.—M. Nance and associates, Lebanon, Tenn., will establish glove factory; secured building.

Tenn., Knoxville.—J. W. Agey of New York, representing capitalists, purchased, it is reported, about 100 acres near Knoxville and will utilize portion of tract for manufacturing purposes.

Tenn., Memphis—Acetylene Gas.—Memphis Acetylene Gas Works, capital stock \$3000, incorporated by F. T. Fransilli, Dan Shea, C. J. Francilli and others; to manufacture acetylene gas and compress it into tanks for automobiles and motorcycles.

Tenn., Nashville—Medicine.—Moore's Liver Co., capital stock \$10,000, incorporated by L. G. Durr, R. O. McLean, K. T. Turner and others.

Tex., Dallas—L. Wolff Manufacturing Co. of Texas, capital stock \$15,000, incorporated by Edmund F. Alt, W. R. Bryant and H. I. Warden.

Tex., Edna—Creamery.—E. L. Carpenter and others arranged with Edna Ice & Light Plant to operate creamery in connection with ice and light plant; machinery mainly installed; E. L. Carpenter and E. A. Barnhart recently noted under Edna, Tenn., to establish plant. (See "Machinery Wanted.")

Tex., Giddings—Ice Cream.—Giddings Manufacturing Co. increased capital stock from \$20,000 to \$30,000.

Tex., Longview—Mattresses, etc.—Longview Mattress & Bed Co. (recently noted incorporated, capital stock \$24,000) will erect building and install machinery to manufacture mattresses, etc.; about 250 mattresses daily; 50x120-foot building, with metal walls and asbestos roof; machinery includes felting machine, duster and 75 to 100-light generator; E. Hamvasey, president; T. D. Coupland, vice-president; M. H. Bivens, secretary; T. J. Flewellen, treasurer and manager.

Tex., Navasota—Soda-water Plant.—R. A. Horlock Company, R. A. Horlock, president, will operate soda-water plant, etc. (See "Cotton Compression and Gins.")

Tex., Nacogdoches—Creamery.—H. H. Cooper will establish creamery; will erect building 24x36 feet; brick and cement; electric lighting; galvanized pattern shingle roof; plans and construction by owner. (See "Machinery Wanted.")

Tex., Seguin—Lamps.—Comet Lamp Co., capital stock \$5000, incorporated by Otto Kittel, Chriserry, Jr., and Louis Haebler.

Tex., Wichita Falls—Roofing.—J. I. Gray Roofing Co., capital stock \$800, incorporated by J. I. Gray, C. H. Smoot and Geo. A. Smoot.

Va., Lynchburg—Clothing.—Lochridge-Dupuy Co. changed name to Lochridge & Co. and will increase capital stock from \$50,000 to \$75,000.

W. Va., Martinsburg—Trousers.—Berkeley Pants Co. secured plant of Fit & Wear Manufacturing Co. and plans increasing weekly capacity from 1000 pairs to 6000 pairs trousers.

W. Va., Wheeling—Medicine.—Rhubaral Company, capital stock \$100,000, incorporated by Harold Jackson, A. D. Mead, M. M. McClelland and others.

MOTORS AND GARAGES

Ala., Birmingham—Marks Realty & Holding Co. has plans to erect store and garage. (See "Stores.")

D. C., Washington—Automobiles and Motor Trucks.—National Auto Supply Co., capital stock \$6000, incorporated by John O. Regan and Robert L. Avery of Washington and Maurice Brady of Silver Spring, Md.; office, 1539 14th St.

Fla., Jacksonville—Automobile Supplies.—Central Automobile Supply Co., capital stock \$5000, incorporated; E. R. Whitner, president; S. A. Thurman, vice-president; C. M. Yent, secretary.

Ky., Louisville—Automobile Repairing.—W. P. Smith Auto Repair Co., capital stock \$10,000, incorporated by Walter P. Smith and others; acquired plant at 728 S. 4th Ave.; later contemplates extensions.

Va., Pulaski—Garage.—R. L. Gardner and W. H. Wyson will build garage; 50x121 feet; concrete floors; front and rear to be enclosed with plate glass.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

La., New Orleans—Trans-Mississippi Terminal Co. (Texas & Pacific Railway), T. J. Freeman, president, arranged for financing plans to construct extensive terminals; has \$10,000,000 bonds; will now proceed with invested \$2,800,000 to purchase properties needed; now proceeding with drainage and paving, upon completion of which will begin terminal construction; E. F. Kearney, vice-president of Texas & Pacific, in charge of terminal details; previously reported as having awarded passenger station contract to J. W. Thompson & Co., St. Louis, Mo. (Organization and general plans heretofore stated.)

Tenn., Nonconnah, P. O., Memphis—Illinoian Central Railroad, A. S. Baldwin, chief engineer, Chicago, Ill. (Yazoo & Mississippi Valley Railroad, A. H. Egan, general superintendent, Memphis, Tenn.), will expend \$75,000 to erect 20 100-stall roundhouses; ordinary construction; date of opening bids not set. (This and accompanying improvements recently mentioned.)

Tex., Ciburne—Gulf, Colorado & Santa Fe

Railway, F. Merritt, chief engineer, Galveston, Tex., awarded contracts to Drake-Branum Construction Co. of Fort Worth, Tex., at total of about \$60,000 to erect various buildings, including brick planing mill, 25x77 feet; power-house, 39x49 feet; shaving bin, 12x21 feet; brick drykiln, 50x73 feet; concrete transfer pits, respectively, 21x9 feet, 21x9 feet and 16x9 feet. (Further facts lately noted.)

Tex., Freeport.—Houston & Brazos Valley Terminal Co., capital stock \$300,000, organized by C. E. Schaff (president Missouri, Kansas & Texas Railway), St. Louis, Mo.; W. A. Webb (general manager Missouri, Kansas & Texas Railway), Dallas, Tex., and others to build railway terminals at Freeport. (Previously mentioned.)

Tex., Temple.—Gulf, Colorado & Santa Fe Railway, F. Merritt, chief engineer, Galveston, Tex., awarded contract to H. D. McCoy of Cleburne, Tex., to build brick engine-house; six stalls; brick; low type standard construction; 92 feet long; cost \$30,000. (Recently mentioned.)

W. Va., Princeton.—H. Fernstrom, chief engineer Virginian Railway Co., writes to Manufacturers Record: "Plans are being made for five-stall engine-house, concrete coal chute, tank, etc., at Elmore, W. Va.; roundhouse annex containing small repair shop, office, lavatory, etc., and new wheel shop at Princeton; additional boiler, generator and electric pump at Victoria; double tracking Mullens, W. Va., to Taft, W. Va., and extending Elmore yards."

ROAD AND STREET WORK

Ala., Birmingham.—R. P. Boyd, Assistant State Highway Engineer, Montgomery, Ala., awarded contract to Wallace Bros. & Young of Birmingham at \$4000 to surface one mile of Old Stouts Rd. with chert. (Call for bids lately noted.)

Ala., Gadsden.—City will improve certain streets; work will consist of 1334 square yards sidewalk, 3000 linear feet 8-inch curb and 36-inch gutter, 900 linear feet 6-foot gutter, 900 cubic yards excavation and taking up of 15 trees; bids received July 7; Charles L. Marsh, City Engineer. (See "Machinery Wanted.")

Ala., Hamilton.—Marion county contemplates improving roads. Address County Commissioners.

Ala., Linden.—R. P. Boyd, Assistant State Highway Engineer, Montgomery, Ala., awarded contract to Central Contracting Co. of Birmingham, Ala., at \$7000 to build four miles of gravel road in Marengo county; cost \$7000. (Call for bids lately noted.)

Ala., Montgomery.—Montgomery Board of Revenue awarded contracts to A. E. Perry and Burton & Taylor, both of Montgomery, to grade and gravel about 10 miles roads; Thos. H. Edwards, County Engineer. (Bids recently noted.)

Ark., Helena.—State Highway Commission, Little Rock, Ark., petitioned to authorize formation of State Highway District No. 2; proposed to build road to extend from South Helena around Old Town Lake, about 40 miles; E. A. Kingsley, State Highway Engineer, Little Rock, Ark.

Ark., Little Rock.—City will pave South Battery and adjacent streets, including about 30 blocks asphalt pavement; estimated cost \$75,000; E. A. Kingsley, engineer.

Ark., Paragould.—State Highway Commission, Little Rock, Ark., approved organization of State Highway District No. 1 and authorized E. A. Kingsley, State Highway Engineer, Little Rock, Ark., to proceed with survey; road will extend from Paragould in two directions to St. Francis River, one road to be 7 miles long and other 10 miles.

Ark., Pine Bluff.—Special Road Improvement District No. 4, C. M. Philpot, County Judge, chairman, advises has \$150,000 available for recently-noted road construction; 21 miles; it is proposed to build rock base and gravel top road from city limits to Saline county line, connecting with Little Rock pike at Pulaski county line; completed road to be about 60 miles long; engineers, White & Watson, Pine Bluff.

Fla., Jacksonville.—City awarded contract to J. Y. Wilson, Jacksonville, for 26,141 square yards dollarway paving.

Ga., Atlanta.—City awarded contract to Jamison & Hallowell, 912 Candler Bldg., Atlanta, for 16,000 square yards dollarway paving on Peachtree Circle; R. M. Clayton, City Engineer.

La., Shreveport.—City will vote again on \$101,500 bond issue to connect paved streets with parish gravel roads and gravel sub-base streets, construct storm sewers and purchase Cross Lake lands for water reservoir; also on \$55,000 additional bonds to resurface

and repair paved streets; J. H. Eastham, Mayor. See "Sewer Construction." (Bond issue previously noted has been canceled.)

Md., Baltimore.—City will pave portions of Forest Park, Springdale, Fairview and Grantley Aves.; about 8650 square yards; bids received by City Register until July 9; specifications obtainable at office of Commissioners for Opening Streets, City Hall, Bushrod M. Watts, acting president. (See "Machinery Wanted.")

Md., Baltimore.—City awarded contract to Standard Contracting Co., Paterson Bldg., Baltimore and Gay Sts., Baltimore, at \$39,405.09 for paving included in contract No. 58, involving 14,400 square yards vitrified-block paving. (Call for bids lately noted.)

Md., Baltimore.—City will grade, curb and pave with sheet asphalt, vitrified block and granite block various streets under contracts G-64 and 66; bids received until July 9; R. Keith Compton, chairman Paving Commission. (See "Machinery Wanted.")

Md., Baltimore.—City will grade, curb and pave with granite blocks and lay cement sidewalks on Key Highway from south building line of Lee St. to north building line of Montgomery St.; bids received until July 9; H. K. McKay, City Engineer. (See "Machinery Wanted.")

Miss., Itta Bena.—Leflore county will construct macadam road from Itta Bena through Shellmound and Greenwood to near Herringway; Postoffice Department at Washington, D. C., appropriated \$50,000, to be supplemented by county appropriation of \$100,000, making total expenditure of \$150,000. Address County Commissioners, Greenwood, Miss.

Miss., Vicksburg.—Yazoo & Mississippi Valley Railroad, A. H. Egan, general superintendent, Memphis, Tenn., and Illinois Central Railroad, A. S. Baldwin, chief engineer, Chicago, Ill., will pave Levee St. with creosoted wooden blocks; cost \$5,000.

Mo., Independence.—Jackson County Commissioners awarded contract to Coyer Bros., Kansas City, Mo., at \$17,255 to macadamize 3.2 miles on Davenport and 7th St. roads; width 16 feet.

Mo., Kansas City.—Jackson County Commissioners, Independence, Mo., awarded contract to James Feren of Kansas City to macadamize Red Bridge Rd., 3 1/4 miles, and at \$23,438.40 to macadamize Blue Ridge Blvd., 3 1/4 miles. (Call for bids lately noted.)

Mo., Nevada.—City awarded contract to Chapin Construction Co., Kansas City, Mo., for 12,000 square yards dollarway paving.

N. C., Mount Olive.—Brogden township of Wayne county voted \$40,000 bond issue for road construction. Address Township Commissioners.

N. C., Mt. Airy.—Highway Commission of Mt. Airy Township, A. E. Smith, chairman; will grade about 30 miles of road; \$80,000 available for 1912-13; bids received until July 10; plans at office of Mr. Smith; further information available by addressing C. M. Miller, engineer, Salisbury, N. C. (See "Machinery Wanted.")

N. C., Rockingham.—City will improve streets; \$30,000 bond issue available. Address The Mayor.

Tenn., Centerville.—Hickman county defeated recently-noted \$200,000 bond issue for road construction. J. B. Walker advises that another election will be held in about six months.

Tenn., Greenville.—Greene County Pike Commission has \$500,000 available for grading and macadamizing 200 to 300 miles of road; R. O. Gallagher, engineer in charge. (Recently noted to receive bids until July 10.)

Tenn., Halls.—City voted \$25,000 bond issue to gravel streets and build concrete walks. Address The Mayor. (Recently mentioned.)

Tex., Barry.—District No. 3 of Navarro county voted \$75,000 bond issue for road construction. Address District Commissioners.

Tex., Beaumont.—City will pave Magazine St. from Pine St. to Walnut St.; about 1146 square yards paving, street 27 feet wide; about 1540 square yards paving, street 40 feet wide, on concrete foundation with vitrified brick, asphalt, unalve rock asphalt, bituminous or creosoted wooden blocks or any other material to be determined; bids received until July 1; C. L. Sherer, City Engineer; J. G. Sutton, City Secretary.

Tex., Bryan.—City awarded contract to Southern Westrumite Co. of Houston, Tex., to pave Main St. and street intersections; about 16,000 square yards; Carson & Adams, consulting engineers; Bryan; W. W. Harris, Mayor. (Call for bids lately noted.)

Tex., Shreveport.—City will vote again on \$101,500 bond issue to connect paved streets with parish gravel roads and gravel sub-base streets, construct storm sewers and purchase Cross Lake lands for water reservoir; also on \$55,000 additional bonds to resurface

Tex., Lubbock.—City, F. E. Wheelock, Mayor, awarded contract to G. T. Moore for recently-noted street improvement; grade covered with crushed rock; 1 1/2 miles; \$2500 available; W. M. Shaw, engineer; construction commenced.

Tex., Lockhart.—City awarded contract to Van B. Flowers to gravel cross streets from S. Trinity to S. Commerce Sts.

Tex., Matagorda.—Matagorda precinct of Matagorda county will vote on \$100,000 bond issue to construct 15 miles of shell road; W. E. McNabb, County Commissioner.

Tex., Texarkana.—City Council rescinded action calling for election to vote on \$225,000 bond issue for street and bridge improvements. Address The Mayor. (Recently mentioned.)

Tex., Wichita Falls.—City will pave 10th St. for about two miles, using asphalt or wooden blocks. Address The Mayor.

W. Va., Bluefield.—Board of Affairs will construct granolithic and lay plank walks during coming year; bids received until July 11; J. T. Akers, Auditor. (See "Machinery Wanted.")

W. Va., Clarksburg.—City has \$23,000 available for construction of about 15,000 square yards street paving and cement curbing; D. Britt, engineer in charge; contract recently noted awarded to W. B. Virgle of Clarksburg.

W. Va., Sistersville.—City voted \$25,000 bond issue for paving and sewer extension in Garry Owen Addition; H. M. Stanberry, City Engineer. (Recently noted as to vote on \$25,000 bond issue for street improvements.)

W. Va., Welch.—City will grade, curb and pave McDowell, Wyoming, Elkhorn, Coal, Hobart, Water, Maple, Bridge and Broad Sts.; also construct sewer in Oak, Beech, Mercer and Vine Sts., and alley between Water and Maple Sts.; bids received until July 14; C. M. Kyle, recorder; M. A. Castoe & Co., engineers; W. Glenn Bldg., Cincinnati, O. (See "Machinery Wanted.")

SEWER CONSTRUCTION

Ark., Rector.—City will construct sewer system and water-works; cost \$80,000; Frank L. Wilcox, engineer, St. Louis, Mo.

Fla., Buena Vista.—Wayne Realty & Investment Co., Miami, Fla., plans to construct sewer system for suburb. (See "Land Developments.")

Ky., Danville.—City awarded contract to Dilliehay Brick Co., Danville, to construct sanitary sewers between 3d and 4th Sts. at \$1400; storm sewer between 1st and Green Sts. at \$755; for extending pipe line from water main to flush tank at \$15 per linear foot plus \$1 for tap; J. M. Wallace, Mayor; engineer, W. S. Shields Company, 1201 Hartford Bldg., Chicago, Ill. (Call for bids recently noted.)

La., Shreveport.—City will vote again on \$101,500 bond issue to construct storm sewer, etc.; J. H. Eastham, Mayor; George R. Wilson, City Engineer, wires Manufacturers Record: "No details as yet regarding sewerage extensions; about 90 days." (See "Road and Street Work.")

Miss., Louisville.—City will issue \$32,000 of bonds to construct sewer system and water-works; W. J. Newsom, Mayor. (Recently mentioned.)

Mo., Webb City.—City will construct sanitary sewer in Sewer District No. 42; bids opened July 7; F. A. Martin, City Engineer. (See "Machinery Wanted.")

S. C., Lancaster.—City voted \$45,000 bond issue to construct sewer system. Address The Mayor. (Recently mentioned.)

Tex., Ennis.—Ennis Sewer Co. will extend sewer system; plans expending \$10,000.

Tex., Hillsboro.—City voted \$25,000 additional bond issue for sewer system and water-works. Address The Mayor. (Recently mentioned.)

Tex., Quanah.—City votes July 28 on \$14,000 additional bond issue for sewer system. Address The Mayor.

Tex., Terrell.—Terrell Sewerage Co., capital stock \$50,000, incorporated by M. A. Joy, Robert L. Warren and M. W. Raley.

Tex., Weatherford.—City votes July 8 on \$4000 bond issue for sewer system extension. Address The Mayor.

Va., Richmond.—Administrative Board instructed Charles E. Bolling, City Engineer, to invite bids for construction of sewer in E. Grace St. from 19th to 21st St. and on 21st St. from Grace to Marshall St.; estimated cost \$161,787.1

W. Va., Sistersville.—City voted \$25,000 bond issue for sewer extension and paving improvements in Garry Owen Addition; H. M. Stanberry, City Engineer.

TELEPHONE SYSTEMS

Ark., Harrison.—Boone County Telephone Co., capital stock \$25,000, incorporated by J. H. Fowler, A. C. Christeson, H. W. Redus and others.

Ky., Summerville.—Summerville Telephone Co. incorporated by R. L. Morris, J. B. Estes, Dave Milby and Jake Milby.

Ky., Mt. Zion.—Mt. Zion Telephone Co. incorporated by John Christie, Sam White, Mac Baldwin and Joe Hughes.

N. C., Hickory.—Watauga Electric Co., recently reported incorporated (under Electric Plants) with \$50,000 capital stock, organized with N. S. Dasher, president, Hickory, and J. H. Beal, secretary, Lenoir, N. C.; will construct telephone system from Lenoir to Glowing Rock; probably extend to Mortimer, Edgemont, Linville, Boone and other towns.

Tex., San Benito.—City Council granted 50-year telephone franchise to S. A. Robertson Company. (See "Electric Plants.")

Va., Bagdad.—Campbell Terrell Telephone Co., capital \$5000, incorporated; J. P. Campbell, president; J. T. Terrell, vice-president; Mrs. J. P. Campbell, secretary-treasurer.

Va., Richmond.—Chesapeake & Potomac Telephone Co. of Virginia (Virginia division of Southern Bell Telephone & Telegraph Co., main office, Atlanta, Ga.) filed mortgage for \$5,000,000 bond issue on its Virginia property; \$2,500,000 will be issued at once and remaining half when needed; plans extensions and developments in Virginia; Chesapeake & Potomac offices at 5 Light St., Baltimore, Md.

TEXTILE MILLS

Mo., Joplin.—Cordage.—Hoover & Allison Cordage Co., Xenia, O., contemplates establishing mill.

N. C., Newbern.—Cotton Goods.—J. S. Miller, C. E. Foy, L. H. Cutler and others of Newbern and J. O. Duval of Weldon, N. C., plan organization of company with \$50,000 capital stock to build cotton mill.

S. C., Spartanburg.—Sheeting, etc.—Beaumont Manufacturing Co. will erect additional two-story building; brick construction; install machinery for cotton manufacturing; expenditure, \$40,000.

WATER-POWER DEVELOPMENTS

Ala., Florence.—Board of United States Engineers on Improvement of Muscle Shoals section of Tennessee River on June 26 postponed action on bids for power, which shall be rendered available by proposed work, until December 11; issued following statement: While board's plans are considered desirable for combined improvement for navigation and power, bidders may submit alternative plans; easier to make true comparison of bids, however, if location of dams be same as those selected by board and if crest elevation of dam at Sweetwater Creek be given elevation of either 45 or 50'; dam No. 3 of board's plans elevation 50' (if included in plans of bidder); and dam No. 4 of board's plans elevation of 54' for top of movable crest, and 52' for top of fixed portion of dam. Bids in December either for (1) lump sum contribution by company toward entire construction of locks, dams, abutments and substructures of power-houses, land damages, etc.; or (2) provide for annual payment to United States at so much per horse-power, or lump sum per year for lease period, assuming that United States puts in above structures, and that lessee installs hydro-electrical equipment and constructs necessary transmission lines, substations, etc.; or (3) bids may be combination of these two methods of co-operation.

For circular, etc., address Harry Burgess, Major, Corps of Engineers, United States Engineer Office, Nashville, Tenn. (Lately mentioned.)

Mo., Ava.—J. B. Quigley, chief engineer Kansas, Ozark & Southern Railway, Kansas City, Mo., is considering plans for hydro-electric plant on Bryant River to supply electricity in Ava and operate railway between Ava and Mansfield, Mo.; proposes to build dam near South Douglass county line.

N. C., Chilhowee.—Aluminum Company of America, Pittsburgh, Pa., will, it is rumored, invite proposals during July for constructing three dams on Tennessee River; rumors state plans and specifications for one dam on file by July 15. Dam locations are said to be: Alcovy, near Chilhowee; eight miles further up river at Cheoah, across North Carolina State line; eight miles further up, probably near Fontana. Construction to back water along Little Tennessee River between Chilhowee and Bushnell, distance

25 miles; negotiating with Southern Railway for building Bushnell extension along river banks, this being necessary before beginning to construct dams; these rumors are from Knoxville, Tenn. Last week E. S. Fickes, aluminum company's engineer, wrote to Manufacturers Record: "For two or three years have been considering power development on Little Tennessee River; not yet succeeded in acquiring all riparian rights; until they are acquired cannot make statements regarding power nor undertake construction of plant." Plans, heretofore reported, include four or more dams for developing 300,000 horse-power and aluminum works; ultimate investment \$12,000,000 to \$15,000,000.

N. C., Whitney.—Hardaway Contracting Co., Columbus, Ga., awarded contract for 650,000 barrels Portland cement for use on its contract to construct dam, power-house, etc., developing 110,000 electrical horse-power; Southern Aluminum Co. to own hydro-electric plant and build aluminum works, investing more than \$10,000,000 for power development and manufacturing plant. (See "Metal-working Plants.")

WATER-WORKS

Ark., Rector.—City will construct water-works and sewer system; cost \$60,000; Frank L. Wilcox, engineer, St. Louis, Mo.

Fla., Alachua.—City has plant by J. B. McCrary Company, Third National Bank Bldg., Atlanta, Ga., for water-works and electric-light plant; estimated cost \$24,000.

Fla., Buena Vista.—Wayne Realty & Investment Co., Miami, Fla., plans to construct water-works for suburb. (See "Land Developments.")

La., Shreveport.—City will vote again on \$101,500 bond issue to purchase Cross Lake lands for water reservoir, etc. J. H. Eastham, Mayor. (See "Road and Street Work.")

Miss., Louisville.—City will issue \$32,000 of bonds to construct water-works and sewer system. W. J. Newsom, Mayor. (Recently mentioned.)

Miss., Perkinston.—Agricultural High School contemplates building water-works.

Mo., Duenweg.—Duenweg Water-works Co., recently reported incorporated (under Mo., Oronogo) by D. D. Molloy and others, purchased water-works from Richard Blosser; plant complete.

Mo., Hannibal.—City Council approved plans of Hannibal Water Co. to lay 16 and 12-inch water mains in various streets; W. H. Louse, City Clerk.

Mo., Hopkins.—City will probably soon vote on construction of water-works; estimated cost \$12,000. Address The Mayor.

N. C., Raleigh.—City Commissioners will invite bids until June 10 for improvements to water-works: dam at proposed impounding reservoir, clearing and stripping basin, 400,000-gallon concrete settling tank and about 10,000 feet of 16, 14, 12, 10, 8 and 6-inch cast-iron water mains; plans and specifications furnished by Commissioner of Public Works; Richard B. Seawell, City Engineer. (City recently noted to expend \$67,000 in improving water system of Wake Water Co., including 200,000,000-gallon impounding reservoir, duplicate gravity intake pipe, 3,500,000-gallon pump, etc.)

N. C., Wadesboro.—City contemplates building water filtration plant or drilling wells for water supply; purchased electrically-operated pumping equipment; will contract for electricity. Address The Mayor.

S. C., Allendale.—City is considering bond issue to construct water-works and electric-light plant. Address The Mayor.

S. C., Anderson.—Southern Public Utilities Co., Z. V. Taylor, president, Charlotte, N. C., purchased Anderson Water, Light & Power Co.'s properties and will operate; will construct transmission system estimated to cost \$100,000 and undertake other improvements; Southern Public Utilities Co. is branch of Southern Power Co., main office, Charlotte.

S. C., Lancaster.—City voted \$12,000 bond issue to extend and improve water-works. Address The Mayor. (Recently mentioned.)

Tex., Coleman.—M. L. Minter, engineer, made surveys for reservoir on Indian Creek; dam 40 feet high.

Tex., Fort Worth.—City is completing water-works; 22,000,000 gallons capacity; about three-fourths of work completed, including filter plant with 5,000,000 gallons capacity; cost \$100,000; will probably relet about \$225,000 worth on uncompleted dam; latter of earth and concrete; J. D. Trammell, City Engineer. (Recently noted as contemplating \$225,000 bond issue for rehabilitating water-works.)

Tex., Henderson.—City voted \$32,000 bond issue to construct water-works; E. B. Alford, Mayor. (Recently noted.)

Tex., Hillsboro.—City voted \$25,000 additional bond issue for water-works and sewer system. Address The Mayor. (Recently mentioned.)

Tex., Quanah.—City votes July 23 on \$30,000 additional bond issue for water-works. Address The Mayor.

Tex., San Benito.—City Council granted 50-year water-works franchise to S. A. Robertson Company. (See "Electric-Light Plants.")

Va., Amherst.—Town contemplates voting on \$10,000 bond issue to secure water supply and electric-light plant. Address Town Clerk.

Va., Richmond.—City prepared preliminary plans and estimates for laying 12-inch water main in Broad St. to supply water to Fulton Hill District; E. E. Davis, superintendent water-works.

Va., Richmond.—City contemplates installing hypochlorite plant to purify water; Charles E. Bolling, City Engineer.

Va., Wytheville.—City voted bond issue for rebuilding reservoir recently noted; G. S. Sexton, Mayor. (See "Machinery Wanted.")

WOODWORKING PLANTS

Ala., Tuscaloosa—Dimension Blocks.—Price & Morris of Hattiesburg, Miss., contemplate establishing plant to saw dimension blocks for manufacture of shuttles, etc., using dogwood and persimmon wood.

Ark., Caddo Gap—Cooperage.—Gap Lumber & Stave Co., Caddo Gap, Ark., states is considering installation of tight-barrel cooperage mill within one or two years; to be operated in connection with present lumber mill. (See "Lumber Manufacturing.")

Ga., Augusta—Sashes and Doors.—Perkins Sash & Door Co., capital stock \$25,000, incorporated by H. R. Perkins and H. C. Maxwell.

Ky., Louisville—Vehicle Stock.—W. J. Gillette Manufacturing Co. contemplates increasing capacity of plant.

Md., Baltimore—Furniture.—Maryland Furniture Co., 1621 Thames St., will erect factory at 1621-1623 Thames St.; four stories; brick; slate roof; electric elevator; steam heat; electric lighting; power plant; plans by Henry J. Tinley, 31 N. Charles St., Baltimore.

N. C., Greenville—Buggies.—John Flanagan Buggy Co. will erect three-story addition to plant; awarded contract to E. H. Evans.

N. C., Wilmington—Handles.—Germania Manufacturing Co., recently reported incorporated (under "Miscellaneous Factories") with \$200,000 capital stock by C. M. Patterson and others, purchased property of Wilmington Handle Co. in South Wilmington and will build handle factory to replace burned plant; site comprises 18 acres having river frontage of 900 feet; new company's charter privileges include construction of docks, warehouses, etc.; Wilmington Handle Co. was recently reported to rebuild burned plant, expending about \$30,000.

Tex., Gilmer—Crates and Baskets.—Gilmer Crate & Basket Co., capital stock \$8000, incorporated by B. D. Futrell, F. L. Futrell and C. R. Davis.

Va., Emporia—Box Shooks.—Emporia Manufacturing Co. will erect box mill and dry-kilns to replace buildings burned; daily capacity 100,000 feet box shooks. (Recently noted.)

Va., Phoebe—Furniture.—Hampton Roads Furniture Corporation, capital stock \$5000, chartered; E. L. Simpson, president, Phoebe; S. J. Dudley, secretary, and L. M. Newcomb, treasurer, both of Hampton, Va.

Va., Suffolk—Truck Packages.—Nansemond Truck Package Co. will rebuild plant reported burned at loss of \$300,000.

BURNED

Ala., Huntsville.—W. R. Hutton's residence; loss \$7500.

Ala., Scottsboro.—Harris Hotel; loss \$12,000.

Ala., Wilmer.—Wilmer Lumber Co.'s mill, dry-kilns and runways of abandoned plant.

Fla., Bayon Chico, P. O. at Pensacola.—Florida & Alabama Land Co.'s planing mill; loss \$8000.

Fla., Jacksonville.—Clover Leaf Bakery at 212 Riverside Ave.

Fla., Pace.—Escambia Land & Manufacturing Co.'s planing mill; loss \$30,000.

Fla., Tampa.—Venquara & Co.'s store; loss \$6000.

Fla., Ybor City.—Tecarara Vinquara & Co.'s store; loss \$5000.

Ga., Berlin.—Alderman Bros.' store.

Ga., Marietta.—Residence of R. H. Northcut, president of the Marietta Knitting Co.; loss \$3000.

Ga., Sandersville.—F. M. Phillips' residence; loss \$4000.

Ga., Sumner.—J. D. Bridges' cotton gin; estimated loss \$12,000.

Ky., Lexington.—Tattersall Horse, Sales and Training Barn, owned by Harbison, Jewell & Patterson, loss \$18,000; Mrs. A. D. Hudden's residence.

Ky., Louisville.—O. F. Schaftlein's dairy farmhouses on Cane Run Rd.; loss \$5000.

La., New Orleans.—Mente & Co.'s dryer building and two warehouses; loss \$75,000.

La., Washington.—Residence of J. O. Nisley, cashier of Farmers' Bank & Trust Co.

Md., Baltimore.—Leader department store, Cahn-Coblens Company, proprietor; loss from fire and water about \$25,000.

Md., Baltimore.—Residence of Mrs. Mary E. Gieske, North Ave., Mt. Washington; loss \$5000.

Md., Cambridge.—Edward S. Gore's residence; loss \$6500.

Miss., Yazoo City.—Residence of Mrs. Jenkins Deck, on North St.

Mo., Fulton.—Hoard Bldg., occupied by Order of Owls and others; loss \$5000.

Mo., Marshall.—Lincoln public school building; loss \$3000. Address School Trustees, Lincoln Public School.

Mo., St. Louis.—Parker livery and undertaking establishment; loss \$20,000.

N. C., Fayetteville.—Fayetteville Woodenware Co.'s manufacturing plant; estimated loss \$26,000.

N. C., Goldsboro.—Mrs. E. S. Sherman's three dwellings; loss \$5000.

N. C., LaGrange.—Tobacco warehouse owned by Mrs. O. C. Wilkerson; loss \$7000.

Ola., Boswell.—C. D. Murphy's residence; loss \$3400.

S. C., Ebenezer.—Ebenezer Canning & Milling Co.'s cotton gin; loss about \$3500.

S. C., Edgefield.—First Baptist Church; loss \$15,000; Rev. M. D. Jeffries, pastor.

S. C., Johnston.—O. W. Watson's cotton gin, sawmill and grist mill.

S. C., Laurinburg.—Seaboard Air Line Railway Co.'s freight depot; W. D. Fauchette, chief engineer, Portsmouth, Va.

Tenn., Memphis.—E. E. Forbes' piano store; loss on building, owned by Fransilli, about \$5000.

Tenn., Sweetwater.—Tennessee Military Institute's kitchen and dining-room; loss \$10,000.

Tenn., Rheatown.—Thomas Bros.' store; Jacob Finkle's store; Henry Fisher's store; Newt. Range's residence.

Tex., Houston.—Building occupied by G. F. Sauter's Cafe, Economy Store, Cohn & Caplan, proprietors, and H. Bergman; loss about \$40,000.

Tex., Lorena.—Westbrook & Evans' cotton ginning plant.

Tex., Pattonville.—W. E. Grimes' newspaper plant.

Tex., Sweetwater.—J. E. Pitzer's residence, owned by T. R. Logan of San Angelo, Tex.; loss \$3000.

Va., Suffolk.—Nansemond Truck Package Co.'s plant; estimated loss, \$300,000.

Tex., Temple.—Temple Hotel, loss on building, owned by G. M. Collier, \$8000.

W. Va., Matewan.—Albion Coal & Coke Co.'s residence, occupied by W. A. Young, manager; loss \$4000.

W. Va., McMechen.—Arch. Games' warehouse on 6th St. and Neiburgall Grocery Co.'s building; loss \$10,000.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

D. C., Washington.—Oscar Vogt, Corcoran Bldg., is preparing plans for apartment-house on East Capitol St. near Lincoln Park; cost \$15,000.

D. C., Washington.—H. C. Carroll has plans by Clauhout West, 1406 Chapin St., Washington, for apartment-house at 1736-38 T St. N. W.; cost \$11,000; construction by owner.

Ga., Atlanta.—Walker & Chase, Candler Bldg., Atlanta, are preparing plans for L'Engle Apartment-house at Pine and Jackson Sts.; ordinary construction; 18 apartments; three to five rooms each; vapor heat; tar and gravel roof; cost \$30,000; install wall beds.

Ga., Augusta.—Mrs. Mamie D. Delaney has plans by G. Lloyd Preacher, Augusta, to erect store and apartment building in 1200 block Broad St.; 45x106 feet.

Ga., Savannah.—H. T. Wilson will erect two-story apartment-house on East Bolton St.

La., New Orleans.—Consolidated Realty & Manufacturing Co. will erect two-story stucco apartment-house.

Mo., St. Louis.—Steward Hay B. Co. will erect two-story flat at 3900 Utah St.; cost \$3000.

Mo., St. Louis.—J. E. Resinger will erect two-story flats at 1284-86 Amherst St.; cost \$10,000.

Mo., St. Louis.—Edward Hook will erect two-story tenement-house at 6127-29 Michigan St.; cost \$5000.

Mo., St. Louis.—Charles Wolk will erect two-story tenement-house at 4173 Humphrey St.; cost \$5500.

Mo., St. Louis.—W. C. Marten will erect two-story tenement-house at 5618 Garfield St.; cost \$3000.

Mo., St. Louis.—D. O'hare will erect two-story tenement-house at 4517 Arco St.; cost \$10,000.

Mo., St. Louis.—Hilmer Herold will erect apartment-house on Clemens Ave.

Mo., St. Louis.—Mrs. Edith T. Wood will erect apartment-house on Westminster Pl.; three stories; five rooms, bath and sun porch.

Mo., St. Louis.—Trade Building Co. will erect two three-story apartment-houses in Washington Heights, each to contain six apartments.

Mo., St. Louis.—F. W. Scheme will erect two-story flat at 1408 Linton St.; cost \$1200.

Mo., St. Louis.—Fred Behring will erect two-story flat at 1429-31 De Soto St.; cost \$6000.

Mo., St. Louis.—M. R. Furtney will erect two-story apartments at 4124 Botanical St.; cost \$7000.

Mo., St. Louis.—H. C. Koenig will erect three-story apartment-house at 3554 Victor St.; cost \$30,000.

Mo., St. Louis.—Mrs. Edward Stosberg will erect two-story flat at 3430 Keokuk St.; cost \$5000.

N. C., Charlotte.—F. M. Simmons and associates will erect store and apartment building. (See "Stores.")

N. C., Raleigh.—R. L. Horton will erect three apartments and residence on Lane and Bloodworth Sts.; slate roof; apartments to contain 12 rooms; residence 8 rooms; total cost \$7500.

N. C., Raleigh.—Raleigh Development Co. opened bids to erect apartment-house at Wilmington and Edenton Sts.; eight stories; fireproof; stone, brick and terra-cotta; granite base; 200 rooms; 60 baths, roof garden; W. B. Barrow, Raleigh, is lowest bidder at \$208,972; plans by Frank Upman, 1003 Woodward Bldg., Washington, D. C., and Frank B. Simpson, Raleigh. (Recently noted.)

S. C., Columbia.—Walter A. Keenan is receiving bids to erect bachelor apartment-house; 40x50 feet; three stories; ordinary construction; tile roof; cost \$15,000; plans by Wilson & Sompayrac, Columbia. (Mr. Keenan and W. J. Conway recently noted to erect building.)

Tex., Houston.—Mrs. Sallie T. Chimene will erect two-story frame apartment-house on Brazos St.; cost \$4000.

Tex., Houston.—A. Matranga has plans by A. DeSile, Houston, for apartment-house at Pease Ave. and San Jacinto St.; two stories; 12 three-room apartments; electric lights; speaking tubes; interior finished in mission; cost \$18,000.

Tex., Houston.—Ben Cohen, of Columbia Dry Goods Co., will erect apartment-house at 1011 Bell Ave.; three stories; brick; bathing pool in basement; cost \$25,000.

Ala., Birmingham.—R. E. Posey of Birmingham is preparing plans for Masonic building; three stories; 75x100 feet.

ASSOCIATION AND FRATERNAL

Ala., Birmingham.—R. E. Posey of Birmingham is preparing plans for Masonic building; three stories; 75x100 feet.

Fia., Sanford.—Benevolent and Protective Order of Elks, Lodge No. 1241, will erect building; two stories and basement; latter to contain swimming-pool supplied by six 4-inch flowing wells; also bowling alleys; first floor to have reception-room, grillroom, etc.; second floor, lodgeroom, 50x50 feet; cost \$30,000; architects are requested to furnish plans. S. Runge, chairman, building committee.

Ga., Atlanta.—Hall Association, Junior Order United American Mechanics, will erect two-story brick building at 28-30 Capitol Ave.; cost \$9000; day labor.

La., New Orleans.—Moose Home Association organized with \$100,000 capital stock; J. B. Pike, cashier of Hibernia Bank & Trust Co., treasurer; will erect lodge building for Loyal Order of Moose.

Miss., Meridian.—H. M. Threefoot, president building committee Ancient Free and Accepted Scottish Rite Masons, advises plans for cathedral have not been adopted. (Recently noted to erect building to cost \$85,000.)

N. C., Charlotte.—Masonic Temple Association has plans by Hook & Rogers, Charlotte, for Masonic Temple; 60x120 feet; four stories and basement; mill construction; steam heat; electric elevator; cost \$90,000; date of opening bids not set. (Recently noted.)

N. C., Wilmington.—Independent Order J. R. and O. N. has plans by H. Harris, 8th and Princess Sts., Wilmington, for proposed office and lodge building; three stories; 16x22 feet; character of construction not determined; will award contract September 17; V. A. Lofton, 910 S. 7th St., is interested.

Okla., Maysville.—Independent Order of Odd Fellows and Ancient Free and Accepted Masons will erect brick lodge building.

S. C., Rock Hill.—Ancient Free and Accepted Masons purchased site and contemplate erecting temple.

Tenn., Knoxville.—Tennessee University will erect Young Men's Christian Association building; cost \$50,000.

Va., Charlottesville.—Young Men's Christian Association will not erect building as previously reported.

Va., Monroe.—Southern Railway Co., B. B. Herman, chief engineer, 1300 Pennsylvania Ave. N. W., Washington, D. C., will erect addition to Young Men's Christian Association building; will construct "L" 100 feet long; two stories; cost \$7000.

BANK AND OFFICE

Ala., Dothan.—J. E. Wise will rebuild store and office building. (See "Stores.")

Ala., Selma.—B. J. Schuster, it is reported, has plans for office building at Water and Lauderdale Sts.; six stories.

Miss., Pittsboro.—First State Bank has plans by M. M. Alsop, Houston, Miss., for bank building; brick.

N. C., Wilmington.—Independent Order J. R. and O. N. has plans by H. Harris, 8th and Princess Sts., Wilmington, for office and lodge building. (See "Association and Fraternal.")

Tex., Port Arthur.—W. E. Hall will erect building to be occupied as offices by Port Arthur Gas Co.; one story; foundation for three stories; brick; 50x80 feet.

Tex., San Antonio.—J. G. Lentz has plans by H. A. Reuter, San Antonio, for office building on Commerce St.; two stories at present; six additional stories later; cost \$75,000.

W. Va., Charleston.—United Fuel Co. is having plans prepared by H. R. Warne, Capitol St., Charleston, for office building; four stories; brick; fireproof; 40x90 feet; probably install low-pressure steam-heating system.

CHURCHES

Ala., Birmingham.—St. Andrew's Episcopal Church has plans by Mr. Marriott of Joy-Marriott Company, Birmingham, for building; gray limestone construction; 45x55 feet; seating capacity 400; Tudor-Gothic style; cost about \$20,000.

Ark., Argenta.—First Presbyterian Church will expend about \$5000 for improvements to church building; will enlarge auditorium, provide additional Sunday-school rooms, etc. Address The Pastor, First Presbyterian Church.

Ark., Dermott.—Methodist Church will erect church building; cost \$15,000. Address The Pastor, Methodist Church.

Ga., Atlanta.—North Atlanta Baptist Church will erect building at Hemphill and 10th St.; brick veneer; cost \$7000; day labor. Address The Pastor, North Atlanta Baptist Church.

Md., Baltimore.—Sharon Baptist Church, Rev. W. M. Alexander, pastor, 1625 Druid Hill Ave., will remodel building at Presstman and Carey Sts.; improvements include painting, frescoing, decorating exterior, etc.; cost \$8000.

N. C., Durham.—Chevra B'Nai Jacob Congregation organized by C. Swartz, Rosboro St., and others; plans to erect synagogue.

N. C., Sanford.—Presbyterian Church will erect building; 90x63 feet; ordinary construction; gravity system of hot-air heat; slate roof; plans by Sayre & Baldwin, Anderson, S. C. (Recently noted to open bids June 23.)

N. C., Smithfield.—W. M. Sanders, chairman of building committee of Methodist Church, will receive bids until July 10 to erect building according to plans by J. E. Greene, Columbia, Miss.; 78x82 feet; ordinary construction; brick; hot-air heat; composition and tile roof; cost \$20,000. (Recently noted.)

Okla., Skiatook.—Methodist Episcopal Church, Rev. H. H. Twyford, pastor, will complete building for which basement has been constructed; brick.

S. C., Edgefield.—First Baptist Church, Rev. M. D. Jeffries, pastor, will rebuild structure reported burned at loss of \$15,000.

S. C., Greenville.—St. James' Episcopal Mission will erect building at Lloyd and Buncombe Sts.; stone; Gothic roof; cost \$7000 or \$8000. Address The Pastor, St. James' Episcopal Mission.

S. C., Johnston.—Harmony Methodist Episcopal Church, Rev. E. H. Becham, pastor, will erect building.

Tenn., Bloomingdale.—Methodist Episcopal Church will erect building to cost \$3000. Address The Pastor, Methodist Episcopal Church.

Tenn., Johnson City.—First Presbyterian Church has plans by D. R. Beeson for building; 104x34 feet; brick; Bedford stone trimmings; slate roof; English style.

Tex., Alice.—Methodist congregation will erect building; cost \$10,000 to \$15,000. Address The Pastor, Methodist Church.

Tex., Bellville.—Baptist Temple has plans by C. C. McDonald, First National Bank Bldg., Houston, Tex., for church building.

Tex., Gainesville.—Broadway Methodist Church will expend \$20,000 to erect church building and Sunday-school addition; 75x100 feet; ordinary construction; steam heat; gas and electric lighting; probably sheet metal roof; architect not selected; proposals may be addressed to John E. Roach, 901 E. Broadway, Gainesville. (Recently noted to erect temporary structure.)

Tex., Houston.—Westmorland Presbyterian Temple has plans by C. C. McDonald, First National Bank Bldg., Houston, for church building.

Tex., Quanah.—Building Committee, L. E. Robbins, chairman, will receive bids until July 7 to erect two-story building for Baptist congregation; plans from Mr. Robbins, Quanah, and Walter T. Taylor, Fort Worth, Tex., or may be had on deposit of \$10.

Tex., Waco.—German Evangelical Zion Church, Rev. R. W. Hemplemann, pastor, will erect building at 625 S. 8th St.; brick; 60x60 feet; cost about \$10,000.

Va., Durmid.—Durmid Christian Church, Rev. W. M. Jones, pastor, will erect building in Fairview Heights.

W. Va., Huntington.—Emanuel Methodist Episcopal Church, Rev. L. E. McElroy, pastor, will erect building; 36x60 feet, with basement; mill construction; concrete; gas heat; gas and electric lighting; iron roof; cost \$4000; plans by George Watts, 1633 Ninth Ave., Huntington; day labor.

CITY AND COUNTY

Fla., Miami.—Fire Station.—City will erect fire station on Waddell St.; two stories; 31x10 feet; concrete construction; cost \$5000. Address The Mayor. (Recently noted.)

Fla., Tampa.—City Hall.—City Council passed ordinance authorizing purchase of Stringer property on Lafayette St. for city hall; \$300,000 of bonds voted; D. B. McKay, Mayor. (Previously noted.)

Ga., Atlanta.—Home.—Fulton County Commissioners will erect home for incorrigible women on Baker's Ferry road; Tull C. Waters, chairman of aims and juvenile committee.

Ga., Eatonton.—Library.—City will expend \$6000 to erect Carnegie library; grates; electric lighting; tin roof; other details not determined. Address The Mayor. (Recently noted.)

Md., Baltimore.—Library.—Enoch Pratt Free Library, B. C. Steiner, librarian, Mulberry St., near Cathedral St., is having plans

prepared by J. Appleton Wilson, 800 Law Bldg., Baltimore, for branch library No. 17, on North Ave. between Bentlou and Smallwood Sts.; one story and basement; brick; cost \$25,000. (Previously noted.)

Mo., Carterville.—City Hall.—City votes July 1 on \$12,000 bond issue to erect city hall and building in Third ward.

Md., Cumberland—Dwelling.—A. W. Straub, City Clerk, will receive bids until July 5 to erect dwelling at Evitt's Creek Dam. (See "Dwellings.")

Okla., Tulsa.—Auditorium.—F. M. Wooden, Mayor, will receive bids until July 11, at office of E. B. Cline, City Auditor, to erect auditorium building (recently noted); separate bids for heating, ventilation and seating; plans and specifications at office of Mr. Cline, or may be had on deposit of \$100; also on file at office of E. A. Rush & Co., architects, 214 S. Cincinnati Ave., Tulsa; 140x175 feet; fireproof construction; vacuum system of heating; composition roof; cost \$100,000. (See "Machinery Wanted.")

Tex., Dallas.—Park Building.—City will erect building in Trinity Park for baths, kindergarten, reading-rooms, auditorium, etc.; cost \$6000. Address The Mayor.

Tex., Galveston.—Comfort Station.—Board of City Commissioners will erect public comfort station at Breakers Bathhouse; 21x35 feet; supported on piling; bids opened July 3; H. O. Sappington, Commissioner of Streets and Public Property; A. T. Dickey, City Engineer; John D. Kelley, City Secretary.

Tex., Terrell.—Fire Station.—E. R. Miller, City Secretary, will receive bids until July 8 to repair and extend city fire station on N. Frances St.; plans and specifications at office of Henry Evans, building inspector; Joel R. Bond, chairman.

Tex., Waco.—Hospital.—McClennan county, George N. Denton, Judge, will vote on bond issue to erect hospital.

Va., Richmond.—Rest Station.—John E. Butler, Building Inspector, Room 316 City Hall, will receive bids until July 7 to erect rest station in William Byrd Park; plans and specifications at office of Building Inspector as above and Carnal & Johnston, architects, Room 409 National Bank of Virginia Bldg., Richmond.

W. Va., Elm Grove.—Hospital.—Ohio County Commissioners, George W. Oldham, clerk, Wheeling, W. Va., have plans by Albert F. Dayton, Wheeling, W. Va., for two-story hospital building on county infirmary grounds; 36x33 feet; veranda, 36 feet long and 10 feet wide; fireproof walls; hollow tile partitions; one pipe steam heat; electric wiring; Carey's flexible cement roofing; cost \$4000; bids opened and contract let July 5.

W. Va., Huntington.—City Hall.—City is having plans prepared by Versus T. Ritter, Huntington, for city hall at Fifth Ave. and 8th St.; Police Department and city jail in basement; auditorium to seat 2500 to 3000; stone pillars with Corinthian capitals; cost \$125,000. (Previously noted.)

COURTHOUSES

Ky., Brooksville.—Bracken County Commissioners accepted plans by A. J. Bryan of Falls City Construction Co., Louisville, Ky., for courthouse; will receive bids until July 10 to erect addition and remodel residence; frame; cost about \$3000; plans by Ben Price, 518 Empire Bldg., Birmingham.

DWELLINGS

Ala., Berry.—J. C. Shepherd has plans by R. E. Posey of Birmingham for residence.

Ala., Birmingham.—Charles Coleman, First National Bank Bldg., opens bids about July 10 to erect addition and remodel residence; frame; cost about \$3000; plans by Ben Price, 518 Empire Bldg., Birmingham.

Ala., Birmingham.—N. O. Lindsay will erect dwelling; two stories; frame; cost \$3000; day labor.

Ark., Little Rock.—W. Peterson will erect one-story residence at 306 Fairfax Ave., to cost \$3000, and two-story residence on Marshall St., to cost \$7000.

Ark., Little Rock.—C. M. Laird will erect two-story frame residence at 2311 Chester St.; cost \$4000.

D. C., Washington.—Edward McAleer, 828 Kennedy St. N. W., has plans by N. R. Grimm, Bond Bldg., Washington, for three dwellings at 820 to 824 Kennedy St. N. W.; cost \$10,000; construction by owner.

D. C., Washington.—Howard D. Fulmer, 325 Legation St., has plans by E. D. Ryerson for dwelling at 3705 Huntington St.; cost \$5000; construction by owner.

D. C., Washington.—L. G. Buehler, 306 12th St. N. E., has plans by August Getz,

804 D St. N. E., Washington, for dwelling at 311 12th St. N. E.; cost \$4000; construction by owner.

D. C., Washington.—Fredericka Leverone, 746 9th St. N. W., will repair store and dwelling. (See "Stores.")

Fla., Jacksonville.—Investment Trust Co. will erect two-story frame dwelling on Banana St. between Copeland and Osceola Sts.; cost \$3000.

Fla., Jacksonville.—A. J. Cesery Company will erect five one-story concrete dwellings at 15-18-24-29-33 Stewart St.; cost \$12,500.

Fla., Jacksonville.—American Securities Co. will erect farm foreman's home, etc. (See "Land Development.")

Fla., Tampa.—Mrs. Ellen Mitchell is having plans prepared for store and dwelling. (See "Stores.")

Fla., Tampa.—D. C. Walker is preparing plans for six five-room cottages. (See "Stores.")

Ga., Atlanta.—Robert Zahner is erecting residence on Peachtree Rd.; cost \$30,000.

Ga., Atlanta.—Fulton County Home Builders will erect dwelling at Brookline and Stewart Aves.; cost \$3000; day labor.

Ga., Atlanta.—Adair & Weinmeister will erect two one-story frame dwellings at 219-23 East Ave.; cost \$3000; day labor.

Ga., Macon.—M. F. Nisbet will erect frame dwelling on Buford Pl.; cost \$3000.

Ky., Alburn (not a postoffice).—Alburn Coal & Coke Co., Matewan, W. Va., will erect 25 miners' dwellings; four, six and eight rooms each; cost \$1000 each.

Ky., Louisville.—Fannie Hodges will erect residence at 1964 Ivanhoe court; brick; cost \$3500.

La., New Orleans.—Joseph Famulora will erect double frame cottage; cost \$4000.

La., New Orleans.—Security Building and Loan Association will erect two-story dwelling; cost \$3500.

La., New Orleans.—Mrs. A. Dupuys will erect two double cottages; cost \$5000.

La., New Orleans.—J. H. Hammatt will erect two-story frame residence; cost \$5000.

La., New Orleans.—C. S. Clark will erect two-story frame residence; cost \$5000.

La., New Orleans.—W. A. Lipsay will erect two-story frame residence; cost \$3000.

La., New Orleans.—M. Moran will erect two-story frame residence to cost \$3000.

La., New Orleans.—Louisiana Building Co. will erect double two-story residence at Banks and Pierce Sts.

La., New Orleans.—Peter Siren will erect two-story residence at Nashville Ave and Chestnut St.

Md., Baltimore.—F. J. Singley, 2427 W. North Ave., has plans by B. F. Zipp, 601 Professional Bldg., Baltimore, to erect residence on Erdman Ave.; 2½ stories; 32x64 feet; ordinary construction; hot-water heat; green slate roof; cost \$20,000; bids opened July 30.

Md., Baltimore.—John T. Donohue, 1808 Thames St., will erect 22 dwellings at 600-612 S. Potomac St.; two stories; iron spot brick; 14x50 feet; cost \$27,000.

Md., Baltimore.—A. E. Duncan is having plans prepared by Wyatt & Nolting, Keyser Bldg., Baltimore, for residence at Gulford; two and a half stories; brick and stone; interior finished in hardwood and tile; contractors estimating are Roland Park Co., 408 Roland Ave., Roland Park, Md.; Cowan Building Co., 106 W. Madison St.; Gladfelter & Chambers, 207a Woodberry Ave.; Willard E. Harn Co., 213 N. Calvert St.; A. F. West and Milton C. Davis, both of 15 E. Fayette St.; all of Baltimore; bids will be opened July 7.

Md., Baltimore.—H. Webster Cooke, 210 Law Bldg., will erect nine dwellings on Gulford Ave., between 29th and 30th Sts.; two stories; brick; seven rooms; seven with frontage of 24 feet and two with 18-foot frontage; plans and construction by owner.

Md., Baltimore.—Roland Park Company, 408 Roland Ave., Roland Park, Md., has plans by Howard Sill, 11 E. Pleasant St., Baltimore, for residence in Gulford; three stories; colonial style; cost about \$35,000; construction by owner.

Md., Baltimore.—John J. Carlin, 215 St. Paul St., will erect four two-story brick dwellings on Cottage Ave. east of Shirley Ave.; 16x46 feet; steam heat; cost \$9000.

Md., Baltimore.—Clarence B. Triplett, 210 Homewood Ave., and C. T. Hoffman are having plans prepared by Stanislaus Russell, 290 Clifton Ave., Baltimore, for four dwellings on Madison Ave. near Whitelock St., to replace Hoffman residence; 15x53 feet; three stories; brick; slate roofs; cost \$12,000.

Md., Baltimore.—Harry C. Shryock, Pratt Ave., Govans, Md., purchased site at Cedarcroft and will erect residence.

Md., Baltimore.—J. F. McAvoy, 3006 Elliott St., will erect four dwellings at 922-24 Kenwood Ave. and 923-25 Harris Al.; two stories; about 15 feet front; brick; gas lighting; tin roof; cost \$3000; construction by owner.

Md., Baltimore.—Fairmont Land Corporation will erect residence at Fairmont: 45x26 feet; frame, weatherboard and shingle; plans by Bayard Turnbull, 328 N. Charles St., Baltimore; bids opened June 28. (Lately noted.)

Md., Catonsville.—Campbell V. Helfrich, Dutton Ave., purchased about one-acre site on Edmondson Ave. near Beechwood Ave. and will erect number of cottages.

Md., Cumberland.—A. W. Straub, City Clerk, will receive bids until July 5 to erect dwelling at Evitt's Creek Dam; plans and specifications at office of City Clerk.

Mo., St. Louis.—Federal Investment Co. will erect dwelling in Ames Pl.

Mo., St. Louis.—George F. Bergfeld Realty Co. will erect residence in Ames Pl.

Mo., St. Louis.—N. S. Wood will erect residence in Ames Pl.

Mo., St. Louis.—Relwel Realty Co. will erect residence in Ames Pl.

Mo., St. Louis.—Henry C. Howard will erect dwelling at 4912 Berlin St.; cost \$10,000. (See Contracts Awarded, "Apartment-houses.")

Mo., St. Louis.—Tom May will erect two-story dwelling at 5475 Washington St.; cost \$30,000.

Mo., St. Louis.—John Meyer will erect two-story dwelling at 4952 Lansdowne St.; cost \$3000.

Mo., St. Louis.—Bush-Burns Realty Co. has plans by Tom P. Barnett, St. Louis, for dwelling at 4912 Berlin Ave.; 10 rooms; brick; three baths, main one finished with white Italian marble; hardwood floors; vacuum cleaning system; construction by owner.

Mo., St. Louis.—Edward Mallinckrodt, 26 Vandeventer Pl., will erect three-story dwelling on Westmoreland Pl.; cost \$59,400.

Mo., St. Louis.—Elmhurst Real Estate Co. will erect four one-story dwellings at 3915-27-31-35 Winnebago St.; cost \$8000.

Mo., St. Louis.—John Meyer will erect two-story dwelling at 4552 Lansdowne St.; cost \$3000.

Mo., St. Louis.—James Combs will erect two-story dwelling at 2225 Harris St.; cost \$3600.

Mo., St. Louis.—Mrs. F. W. Richardson will erect addition to dwelling at 5737 Gates St.; cost \$4000.

Mo., St. Louis.—Joseph Degenhardt will erect two-story dwelling at 1229 McCausland St.; cost \$3500.

N. C., Belmont.—W. D. Crawford, assistant cashier Bank of Belmont, is having plans prepared for residence; eight rooms.

N. C., Belmont.—R. L. Stowe will erect residence.

N. C., Belmont.—R. B. Suggs, proprietor of Belmont Drug Co., will erect residence; 10 rooms; slate roof; ordinary construction; hot-water heat; electric lighting; slate roof; cost \$5000 to \$6000; plans by Louis H. Asbury, Charlotte, N. C. (See "Machinery Wanted.")

N. C., Raleigh.—R. L. Horton will erect apartment and dwelling. (See "Apartment-houses.")

N. C., Salisbury.—Presbyterian Church will erect manse at Inniss and Jackson Sts.; cost \$3500.

N. C., Salisbury.—H. P. Brandis will erect residence on North Main St.

Okl., Adamson.—Union Coal Co. will erect 100 dwellings for miners. (See "Coal and Coke.")

S. C., Charleston.—North Charleston Development Co. will erect dwellings for employees at Navy-Yard.

S. C., Greenville.—St. Mary's parish, Rev. A. K. Gwynn, pastor, will erect rectory.

Tenn., Chattanooga.—H. S. Chamberlain will erect two dwellings near Riverview.

Tex., Cuero.—Alex Hamilton, Cheapside, Tex., will erect residence.

Tex., Cuero.—F. W. Jaeggl, cashier of First State Bank, will erect residence.

Tex., Dallas.—F. P. Miller will erect residence at 302 N. Montclare St.; two stories; eight rooms; frame; cost \$3250.

Tex., Dallas.—Chandler Bros. will erect residence at 723 W. 9th St.; two stories; eight rooms; frame; cost \$3000.

Tex., Dallas.—Mrs. M. J. Leveal and others will erect residence at 1819 Moser St.; two stories; nine rooms; frame; cost \$4000.

Tex., Dallas.—J. L. Greenfield will erect residence at 2339 S. Boulevard; two stories; eight rooms; frame; cost \$4000.

Tex., Dallas.—Royal A. Ferris will not at present erect residence as recently reported.

Tex., Dallas.—C. P. Sites, 4930 Gaston Ave., will erect residence; 41x46 feet; brick veneer; hot-air furnace; electric lighting; metal tile roof; cost \$12,000; plans and construction by owner. (Recently noted under "Stores.")

Tex., Dallas.—Mrs. L. Y. Chambers will erect residence at 3928 Rawlins St.; two stories; seven rooms; frame; cost \$10,000.

Tex., Dallas.—Mrs. E. S. McClellan will erect nine-room two-story frame residence at 2320 S. Boulevard; cost \$6000.

Tex., Dallas.—F. D. Paulius will erect residence; two stories; frame; cost \$3300.

Tex., Dallas.—Emma D. Dozier will erect residence at 111 S. Rosemont St.; two stories; frame; eight rooms; cost \$3000.

Tex., Dallas.—W. L. Provine will erect residence; two stories; 10 rooms; frame; cost \$3500.

Tex., Dallas.—J. C. Paschal will erect three five-room frame cottages at 1403-1407-1411 Rowan St.; cost \$3000.

Tex., Dallas.—Mrs. Rosa Bergbreck will erect two-story dwelling.

Tex., Houston.—Texas Avenue Realty Co. will erect three five-room cottages on Willard St.; cost \$4500.

Tex., Houston.—J. M. P. McCraven will expend \$4000 to erect bungalow; 35x45 feet; ordinary construction; electric lighting; stained shingle roof; plans by C. C. McDonald, First National Bank Bldg., Houston. (Recently noted.)

Tex., Houston.—H. R. Byars will erect eight room residence on Avondale Ave.; cost \$5500.

Tex., Houston.—A. E. Dickson, Box 1308, contemplates erecting residence; cost \$6000. (See "Machinery Wanted.")

Tex., Nacodoches.—H. H. Cooper will erect building; one story; brick; metal shingle roof; concrete floors; cold-storage room.

Tex., San Antonio.—Harry H. Stine and Mary B. Stine purchased 33 lots in Beacon Hill and will erect dwellings to cost \$4000 to \$7000 each.

Tex., San Antonio.—Robert Martindale opens bids in about 30 days to erect dwelling; two stories; 10 rooms; three bathrooms; tile floors and wainscoting; terrazzo floors in gallery and breakfast-room; hot-water heat; tile roof; cost \$30,000; plans by Atlee B. Ayres, San Antonio. (Recently noted.)

Tex., San Antonio.—Miss Laura Steele will erect two-story dwelling on Lewis St.; cost \$4000.

Tex., Temple.—W. A. Barclay, Burlington, Tex., will erect dwelling; semi-fireproof; hot-air heat; cost \$350 to \$450; tile roof; plans by Pampell & Patterson, Temple; cost \$27,000. (Lately noted as having awarded contract.)

Tex., Trinity.—B. P. Duncan will erect three dwellings and plans later to erect seven additional ones.

Tex., Trinity.—W. B. Goettee will erect several residences.

Va., Lexington.—Capt. J. William Gilmore will erect residence on East Washington St.

Va., Norfolk.—J. Arthur Brook will erect residence; cost \$12,000.

Va., Portsmouth.—C. S. Sherwood will erect residence in Park View; cost \$8000.

Va., Richmond.—H. L. Matthews will erect two-story brick dwelling on Colonial Ave. between Cary and Beverly Sts.; cost \$9000.

Va., Richmond.—B. H. Melton will erect brick residence on Addison St. between Main St. and Floyd Ave.; cost \$8000.

Va., Matewan.—Allbourn Coal & Coke Co. will rebuild residence reported burned; cost \$5000.

Va., Lambert.—H. L. Lambert will erect residence to cost \$12,000 or \$15,000.

GOVERNMENT AND STATE

Ga., Bainbridge.—Postoffice.—Treasury Department, Office of Oscar Wenderoth, Supervising Architect, Washington, D. C. Proposals opened on August 15 for construction (including mechanical equipment, interior lighting fixtures and approaches) of United States postoffice; two stories and basement; ground area about 3800 square feet; fireproof construction; stone and brick facing; tin roof; drawings and specifications obtainable from custodian at site or at this office at discretion of supervising architect.

Miss., Greenwood.—Postoffice.—Treasury Department, office of Oscar Wenderoth, Supervising Architect, Washington, D. C. Proposals received until August 4 for completion (including plumbing, gaspiping, heating apparatus, electric conduits and wiring) of United States postoffice in accordance with drawings and specifications, copies of which are obtainable from superintendent of construction at building or at this office, at discretion of supervising architect.

Okla., Chickasha.—Postoffice.—Treasury Department, office of O. F. Wenderoth, Supervising Architect, Washington, D. C., opens bids August 4 for construction (except elevator, but including mechanical equipment and approaches) of U. S. postoffice; three stories and basement; ground area about 6400 square feet; fireproof construction; stone and stucco facing; tile and tin roof; drawings and specifications on file at office of custodian of site at Chickasha and at office of supervising architect.

Okla., Vinita.—Hospital.—State Board of Public Affairs, W. W. Brown, chief clerk, Oklahoma City, Okla., advises Manufacturers Record plans and specifications have not been prepared for additional buildings at Eastern Oklahoma Hospital for the Insane. (Recently noted as having plans for \$60,000 building.)

W. Va., Sisterville.—Postoffice.—Treasury Department, office of O. F. Wenderoth, Supervising Architect, Washington, D. C., opens bids August 5 for construction, including plumbing, gaspiping, heating apparatus, electric conduits, wiring, interior lighting fixtures and approaches, of U. S. postoffice; two stories and basement; ground area about 4270 square feet; fireproof construction; stone facing and slate roof; drawings and specifications at office of custodian of site at Sisterville and at office of supervising architect.

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Miss., Greenwood.—Postoffice.—Treasury Department, office of Oscar Wenderoth, Supervising Architect, Washington, D. C. Proposals received until August 4 for completion (including plumbing, gaspiping, heating apparatus, electric conduits and wiring) of United States postoffice in accordance with drawings and specifications, copies of which are obtainable from superintendent of construction at building or at this office, at discretion of supervising architect.

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Okla., Jackson.—Clubhouse, etc.—American Securities Co. purchased 400-acre tract near Duval City, and will reserve 10 acres for boys' clubhouse with park, athletic grounds, etc., farm foreman's home and boys' quarters and stables and garage. (See "Land Development.")

La., New Orleans.—Fair.—Southern States Fair, Panama Exposition, Glen Fleming, secretary, 601 Hibernia Bank Bldg., is having plans prepared for arched entrance, administration building and coliseum; layout plans by Stevens & Nelson, New Orleans, and Harry W. Fitzpatrick, 4200 16th St. N. W., Washington, D. C. (Recently noted.)

Md., Baltimore.—Hospital.—South Baltimore Eye, Ear and Nose Charity Hospital, 1211 Light St., opens bids June 30 to erect hospital building; 65x85 feet; three stories; fireproof; single pipe heating system; electric wiring and fixtures; electric elevators; tile and composition roof; cost \$38,000; plans by Herbert G. Jory, 1408 Munsey Bldg., Baltimore. (Lately noted to open bids June 24.)

N. C., Winston-Salem.—Clubhouse.—Forsyth Country Club will be chartered; will erect clubhouse, provide golf links, tennis courts, bowling alley, etc.

Okla., Oklahoma City.—Exhibit Building.—Oklahoma Kentucky Club, M. Cornelius, secretary, Box 245, will erect building for exhibits at State Fair; Kentucky log and clap board construction; bids opened after July 12.

S. C., Columbia.—Woman's Building.—Columbia Federation of Women's Clubs, Mrs. W. D. Simpson, chairman building committee, has plans prepared by William A. Edwards, Atlanta, Ga., for building; 40x150 feet; ordinary construction; steam heat; electric lighting and fixtures; passenger elevator; probably gravel roof; cost \$50,000; will open bids during winter. (Recently noted.)

Tenn., Chattanooga.—Aragon Hotel, William Foor, proprietor, will expend \$35,000 to \$50,000 to improve hotel; will raise first floor, lower entrance to lobby, extend first and second stories, provide steel encased spiral fire escapes, etc.

Fla., Miami.—Mrs. Sturgis, proprietor of Sturgis Hotel, is erecting additional story to hotel to provide eight additional rooms and remodeling interior of structure; cost about \$4000.

Fla., Jacksonville.—Aragon Hotel, William Foor, proprietor, will expend \$35,000 to \$50,000 to improve hotel; will raise first floor, lower entrance to lobby, extend first and second stories, provide steel encased spiral fire escapes, etc.

Fla., Daytona.—City Hotel Co. is reported, will erect hotel; five stories; brick; telephones in all rooms; steam heat; hot and cold running water; cost \$60,000.

Fla., Jacksonville.—Aragon Hotel, William Foor, proprietor, will expend \$35,000 to \$50,000 to improve hotel; will raise first floor, lower entrance to lobby, extend first and second stories, provide steel encased spiral fire escapes, etc.

Fla., Miami.—Mrs. Sturgis, proprietor of Sturgis Hotel, is erecting additional story to hotel to provide eight additional rooms and remodeling interior of structure; cost about \$4000.

La., New Orleans.—Hotel De Soto Co. will remodel present hotel and erect 15-story annex; will provide roof garden on present structure. Install elevators, change lobby, dining-room, barber shop, install refrigeration plant, etc.; annex to have about 300 rooms with bath; Vic Le Beau is manager.

Miss., Clarksdale.—King & Anderson are having plans prepared by C. O. Pfell, Memphis, Tenn., for hotel; four stories; 70 rooms; telephones in all rooms; lobby finished in tile and marble. (Recently noted.)

Miss., Laurel.—F. R. Gilchrist, president Pinehurst Hotel Co., states plans for hotel will be ready for contractors about last week in July at office of DeBuys, Churchill & Labouisse, architects, New Orleans. (Recently noted.)

N. C., Whitewater.—B. H. Hardaway Contracting Co., Columbus, Ga., will build hotel for employees on its Southern Aluminum Co. contract.

S. C., Greenville.—Washington Street Hotel Co. increased capital stock from \$20,000 to \$150,000; W. A. Wallace, president, Wallace Bldg., Greenville.

Tenn., Butler.—J. A. Ramsey will rebuild hotel; plans not determined. (Recently reported burned.)

Tex., Houston.—Mr. and Mrs. A. Richards have plans by C. C. McDonald, First National Bank Bldg., Houston, for fireproof hotel; cost \$35,000.

Va., Petersburg.—Joseph L. Rosenberg is reported as to erect hotel on Sycamore St.; 50 rooms; three stories; hot and cold water in all rooms; cost \$50,000 to \$60,000; plans in progress.

MISCELLANEOUS

Ark., Little Rock.—Infirmary.—Dr. G. W. Hayman, 614 N. 9th St., will remodel structure at 1701 High St. for infirmary; 11 rooms; two stories; frame; mill construction; gas and electric lights; concrete sidewalks; shingle roof; cost about \$6000. (Lately noted.)

D. C., Washington.—Lincoln Memorial.—Lincoln Memorial Commission, William Howard Taft, president, New Haven, Conn., formally awarded contract to Henry Bacon, 160 Fifth Ave., New York, to supervise construction of Lincoln Memorial on banks of Potomac River, according to his own plans recently reported approved; Greek temple style; cost \$2,000,000; Col. Spencer C. Cosby, 1729 New York Ave., Washington, is executive and disbursing officer of commission.

Fla., Jacksonville.—Clubhouse, etc.—American Securities Co. purchased 400-acre tract near Duval City, and will reserve 10 acres for boys' clubhouse with park, athletic grounds, etc., farm foreman's home and boys' quarters and stables and garage. (See "Land Development.")

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Va., Petersburg.—Joseph L. Rosenberg is reported as to erect hotel on Sycamore St.; 50 rooms; three stories; hot and cold water in all rooms; cost \$50,000 to \$60,000; plans in progress.

Ave., Washington, will erect railway station.

Tex., Tuscola.—Abilene & Southern Railway, Percy Jones, chief engineer, Abilene, Tex., will erect freight depot.

SCHOOLS

Ala., Birmingham.—Board of Education, John L. Parker, president, rejected all bids to erect nine frame school buildings and will readvertise for bids.

Ala., Demopolis.—City will vote August 4 on \$20,000 bond issue to erect school building.

Ark., Arkadelphia.—Ouachita College, Dr. S. Y. Jameson, president, will build annex to girls' dormitory; cost about \$10,000.

Fla., Homestead.—Dade county voted \$10,000 bond issue to erect school in Homestead School District; plans not determined; proposals may be addressed to R. E. Hall of Miami, Fla. (Recently noted.)

D. C., Washington.—Truxton Beale, 28 Jackson Pl. N. W., is having plans prepared by J. H. De Sibour, Hibbs Bldg., Washington, for school building on B St., between 20th and 21st St. N. W.; cost \$40,000.

Fla., Gainesville.—University of Florida is having plans prepared by W. A. Edwards, Candler Bldg., Atlanta, Ga., for law building; brick; terra-cotta trimmings; two stories; steam heat; also has plans by same architect for Warren & Webster system of heating, sewerage and septic tank to be installed in July at cost of \$8500.

Fla., Gainesville.—State School for Deaf and Blind has plans by Wm. A. Edwards, Candler Bldg., Atlanta, Ga., for laundry; two stories; brick; cost \$12,000; heating plant to cost \$2000 additional.

Fla., Tallahassee.—Florida State College for Women is having plans prepared by Wm. A. Edwards, Candler Bldg., Atlanta, Ga., for dining hall; brick; one story and basement; 50x200 feet; steam heat; tile roof; cost \$35,000; will award contract in August.

Ga., Americus.—Board of Education rejected all bids to erect grammar school and abandoned purpose to erect this year; will erect frame buildings to cost \$5000 each in East Americus and Prospect Heights; plans probably by Frank R. Happ, Macon, Ga. (Previously noted.)

Md., Frederick.—Hood College, Dr. J. H. Apple, president, rejected all bids to erect college buildings; cost about \$100,000; plans by John B. Hamm, York, Pa. (Recently noted.)

Miss., Poplarville.—C. E. Bass will receive bids until July 5 to erect Pearl River consolidated schools; plans and specifications in county superintendent's office.

Mo., Holden.—Holden School District voted \$13,000 bond issue to erect addition to and remodel high school; addition 70x40 feet; steam heat; proposals may be addressed to William Steele.

Mo., St. Louis.—Board of Education will expend \$262,982 to build fire escapes and fire-proof stairways in 25 schools.

Mo., St. Louis.—W. E. Randall will erect one-story dwelling to cost \$500 and addition to school at 901 Sidney St. to cost \$5000.

N. C., Leicester.—Buncombe County Board of Education, Asheville, N. C., will erect school; three rooms; brick or concrete block construction.

N. C., Lumber Bridge (not a postoffice).—Robeson County School Board will erect school building. (See Lumberton.)

N. C., Lumberton.—Robeson County School Board, J. R. Pool, superintendent, will erect schools at Red Springs, cost \$15,000; Philadelphia, cost \$15,000; Lumber Bridge, cost \$12,000, and St. Paul's, cost \$15,000.

N. C., Mount Holly.—City will erect auditorium as annex to school building; cost \$3500 to \$4000; R. K. Davenport, J. A. Costner and R. F. Rankin, building committee.

N. C., Philadelphia (not a postoffice).—Robeson County School Board will erect school. (See Lumberton.)

N. C., Red Springs (not a postoffice).—Robeson County School Board will erect school. (See Lumberton.)

N. C., Rockingham.—City has \$20,000 available for school improvements.

N. C., St. Paul's (not a postoffice).—Robeson county will erect school building. (See Lumberton.)

Okla., Blanco.—School District No. 51, C. P. Chaney, clerk, Pittsburg, Okla., has plans by Walsh & Moore, McAlester, Okla., for four-room school; bids opened June 30. (Recently noted.)

S. C., Mountville.—Mountville School District voted \$8000 bond issue to erect school. Address District School Trustees.

Tenn., Benton.—City will erect \$40,000 dormitory at high school. Address The Mayor.

Tenn., Knoxville.—Tennessee University will erect Young Men's Christian Association building; cost about \$50,000.

Tex., Bandera.—School Trustees will expend \$10,000 to erect public school; six classrooms and auditorium; ordinary construction; stone; metal shingle roof; plans by J. V. Oppert, Comfort, Tex.; bids opened about June 30. (Recently noted.)

Tenn., Clifton.—Clifton Independent School District voted \$25,000 bond issue to erect and equip school. Address District School Trustees.

Tex., Dallas.—City will erect Cumberland Hill City School at cost of \$15,000. Address The Mayor.

Tex., Gainesville.—City will erect high school; probably issue \$25,000 of bonds. Address The Mayor.

Tex., Harvey.—Harvey School District will vote on \$4000 bond issue for school improvements. Address District School Trustees.

Tenn., Ore City.—Ore City Independent School District voted \$8000 bond issue to erect two-story brick school. Address District School Trustees. (Recently noted.)

Tex., Red Oak.—School Board, W. P. Sullivan, president, will erect two-story-and-basement school according to plans by T. J. and J. O. Galbraith, Chickasha, Okla.; bids received until July 2.

Tex., Roans Prairie.—City will vote July 12 on \$6000 bond issue to erect brick school. Address The Mayor.

Tex., Round Rock.—Round Rock Independent School District will vote July 16 on \$29,000 bond issue to erect school; stone and brick. Address District School Trustees.

Tex., Strawn.—City voted \$16,500 bond issue to erect school. Address The Mayor.

Tex., Tolar.—Tolar Independent school district will erect building; two stories and basement; ordinary construction; asbestos roof; cost \$12,000; plans not made; proposals may be addressed to W. H. Jones; bond issue of \$12,000 voted. (Recently noted.)

Tex., Tyler.—Tyler Commercial College plans to erect additional buildings.

Tex., Wolfe City.—Wolfe City School District voted \$8500 bond issue for school improvements. Address District School Trustees.

W. Va., Henders.—H. A. Ridgway, secretary Board of Education, Black Fork district, will receive bids until July 18 to erect addition of two rooms to school building; plans at office of County Superintendent, Parsons, W. Va., and at office of T. W. Ryan, Henders.

STORES

Ala., Bay Minette.—W. R. White will erect store building on Hand Ave.; two stories; brick; 40x60 feet.

Ala., Birmingham.—David Roberts, Jr., is having plans prepared for store and hotel building. (See "Hotels.")

Ala., Birmingham.—L. L. McConnell will erect one-story frame building on Clairmont Ave., Mountain Terrace; cost \$4000.

Ala., Birmingham.—L. S. Selman will erect two one-story frame buildings at 109-11 Hawkins St.; cost \$3000.

Ala., Birmingham.—Marks Rents & Holding Co. has plans by W. T. Warren, Birmingham, to erect two two-story brick buildings and garage at Avenue D and 21st St.; cost \$40,000.

Ala., Dothan.—J. E. Wise will rebuild store and office building; 40x100 feet; ordinary construction; electric lighting; metal roof; cost \$10,000; let contract in about two weeks. (Recently reported burned.)

Ala., Dothan.—Saxon & Howard Dry Goods Co. will erect two-story store building.

Ala., Mobile.—Van Antwerp Drug Corporation will erect wholesale store and warehouse building at Royal and St. Louis Sts.; corner structure four stories; adjoining structure two stories; 120x136 feet; brick, steel and mill work; foundation to support two additional stories each; cost \$60,000. (Previously noted.)

Ala., Mobile.—E. D. McGraw will erect one-story brick building at Dauphin and Cedar Sts.; cost \$3500.

Ala., Montgomery.—John L. Cobb & Co. will erect building at Dexter Ave. and Perry St.; four stories; fireproof; gray pressed brick; 50x100 feet; first floor ceiling 17 feet high; plans by Okel & Cooper, Montgomery.

Ark., Dermott.—M. A. Prather, Memphis, Tenn., will erect business building.

Ark., Hot Springs.—E. G. Thompson is having plans prepared by George R. Mann, Lit-

tle Rock, Ark., for three-story brick and terra-cotta building; cost \$130,000.

Ark., Little Rock.—Dr. G. W. Hayman, 614 N. 9th St., will erect business building; two stories; brick; cost \$7000 to \$8000.

Ark., Stuttgart.—J. I. Potter will erect business building; three stories; 64x100 feet; brick; fireproof; electric elevator.

D. C., Washington.—Frederick Leverone, 746 9th St. N. W., will expend \$6000 to repair store and dwelling at 744 9th St. N. W.

D. C., Washington.—G. P. Nales, architect, District National Bank Bldg., Washington, states plans for Palais Royal building are in progress and will be ready for bids about September 1; building will be 60x100 feet; six stories and basement. (Contract recently noted awarded.)

Fla., Tampa.—Mrs. Ellen Mitchell is having plans prepared by D. C. Walker, Tampa, for store and dwelling at Cass St. and Central Ave.; two stories; frame; cost \$4000.

Fla., Tampa.—D. C. Walker will erect one-story brick store at Tampa and Cass Sts.; cost \$8000; is preparing plans for six five-room cottages in Courier City subdivision to cost \$5000 each.

Fla., Augusta.—Mrs. Mamie D. Delaney has plans to erect store and apartment building. (See "Apartment-houses.")

Ky., Louisville.—Fidelity & Columbia Trust Co. will expend \$6000 to alter store at 528 S. 4th St.

La., New Orleans.—Joseph R. Michell, Mrs. R. O. Harris and Mrs. Grace Moore will expend \$12,000 to alter and repair building at Canal and Dauphine Sts.

La., New Orleans.—W. P. Burke will expend \$12,600 to remodel building.

La., New Orleans.—Emile Kuunt will erect two-story brick building to cost \$32,000.

La., New Orleans.—Charles F. Rantz will erect brick and steel building; cost \$3000.

La., New Orleans.—Donald Deridson will erect one-story frame building; cost \$3000.

Miss., Pittsboro.—Pittsboro Mercantile Co. has plans by M. M. Olsop, Houston, Miss., for store building; 36x84 feet; brick.

Mo., St. Louis.—O. G. Dietz will erect two-story store at 5401-3 Gravois St.; cost \$7800.

Mo., St. Louis.—Edward Weston will erect building at 900 Walnut St.; seven stories; cost \$76,000.

Mo., St. Louis.—Charles N. Guenther will erect store and meat market.

Mo., St. Louis.—H. I. Phipps will erect addition to store at 205-07 N. 12th St.; cost \$4500.

Mo., St. Louis.—J. C. Kupferle will erect two-story mercantile building at 823-29 Cass St.; cost \$18,000.

N. C., Angier.—W. H. Gregory is erecting store building; brick; 50x75 feet; two stories; metal roof; plate-glass front; cost about \$5500; S. H. Perkins, Angier, foreman of construction.

N. C., Charlotte.—F. M. Simmons and associates of Realty Trust Co. will erect building at 405 E. Trade St.; light brick, trimmed with marble; three stories; plate-glass windows; two stores on ground floor fitted with copper trimmings; two upper floors for apartments; structure 40x80 feet; cost \$14,000.

N. C., Durham.—R. O. Everett will erect business building on Parrish St.; two stories; brick; 27x60 feet.

Tex., Cuero.—W. H. Shannon will erect concrete block business building.

Tex., Dallas.—L. O. Daniel, C. F. Graham, Hillsboro, Tex.; A. J. Jarrell, Temple, Tex., and others organized company to establish department store; plan to erect building at 1214-16 Elm St. to cost \$75,000.

Tex., Dallas.—Neiman-Marcus Co. will erect store building at Main and Ervy Sts.; company wires Manufacturers Record: "Building will be 100x100 feet; minimum five stories; concrete; architect not chosen; cost about \$150,000; fireproof."

Tex., Dallas.—John De Stefano will erect store building at 406 S. Ervy St.; two stories; brick; cost \$25,000.

Tex., Dallas.—Louis Baylock will erect building at 1214-16 Elm St.; three stories and basement; fireproof; concrete and steel; fittings of steel and stone; to be occupied by company incorporated by L. O. Daniel, C. F. Graham and A. J. J. Jarrell, all of Dallas.

Tex., Dallas.—Henry Pollack will erect three-story store building at 1918 Elm St.; 30x90 feet; cost \$9000.

Tex., Dallas.—Alex. Mackay will erect one-story brick building at 1003 Ross St.; cost \$3000.

Tex., Goliad.—Ellis & Son will erect brick business building.

Tex., Holloman.—C. T. Black will erect three-story brick business building. (Recently noted to erect two-story structure, but plans changed.)

Tex., Holland.—Dr. Reed will erect two one-story brick buildings, 35x90 feet.

Tex., Houston.—E. H. Pottsch and H. Henrichsen will erect addition to building on Milam St.; cost \$4000.

Tex., Odessa.—J. W. Buchanan and R. N. Henderson will erect two two-story brick buildings.

Tex., San Antonio.—H. Rilling, Sr., will erect front of brick and glass and change interior of building at 112 W. Commerce St.

Tex., San Antonio.—A. B. Frank Company will erect additional story and improve building at estimated cost of \$20,000.

Tex., San Antonio.—Joseph Courand will erect additional story to building at 114-118 W. Commerce St. and construct new front.

Tex., San Antonio.—D. & A. Oppenheimer will erect additional story, remodel interior and probably provide new front to building; cost \$35,000.

Tex., San Antonio.—Steve Bros. will erect building on St. Mary's St.; plans not determined.

Tex., San Antonio.—Household Furniture Co. will erect two additional stories, provide front with show windows, etc.; cost \$30,000.

Tex., San Marcos.—Griffin & Co. will erect structure to replace store recently reported burned.

Tex., San Antonio.—T. C. Frost will remodel building at 110 W. Commerce St.

Tex., Timson.—R. T. Blair will erect brick business building.

Tex., Waco.—Dr. W. R. Clifton will erect four-story wholesale building.

Tex., Wichita Falls.—J. M. White, West Point, Miss., J. L. Jackson and others, Wichita Falls, have plans by Waller & Field, Fort Worth, for business building recently noted; 50x150 feet; three stories; natural gas heat; tin roof; cost \$30,000; bids opened July 14. (See "Machinery Wanted.")

W. Va., Bluefield.—United Woolen Mills has plans by R. H. Adair, Parkersburg, W. Va., to remodel building for stores.

THEATERS

Ga., Augusta.—Orpheum Theater Co., Carl Gregg, president, will remodel building at 15 E. 3d St. for theater; 47x100 feet; two floors and basement and gallery; seating capacity 850; cost \$10,000.

Ky., Lexington.—New Hippodrome Co., 317 S. Broadway, has plans by H. W. St. Clair, Charleston, W. Va., to remodel buildings for theater recently noted; 50x135 feet; brick, steel, wood and concrete; steam heat; built-up paper, pitch and gravel roof; cost \$20,000; contract let by July 1; proposals may be addressed to L. H. Hamby, 371 S. Broadway, Lexington. (See "Machinery Wanted.")

Md., Baltimore.—C. C. Waskey, 223 N. Howard St., has plans by John Freud, 11 E. Lexington St., Baltimore, and receives bids after June 27 or 28 for alterations and addition to structure at 223 N. Howard St. for moving-picture parlor; interior alterations to main building and rear addition, 21x25 feet; one story; electric lighting; slate roof; cost \$4500; Thos. B. Stanfield & Co., 109 Clay St., and C. C. Watts, 113 W. Hamilton St., both of Baltimore, have been invited to estimate. (Lately noted under "Warehouses.")

Tex., Waco.—Waco Hippodrome Co. organized with \$70,000 capital stock; T. P. Flanagan, president, Dallas, Tex.; J. H. Riley, vice-president; D. M. Wood, secretary; E. Rotan, treasurer, all of Waco; will erect theater; two stories.

WAREHOUSES

Ala., Mobile.—Van Antwerp Drug Corporation will erect wholesale store and warehouse building. (See "Stores.")

Fla., Tampa.—Atlantic Coast Line Railroad, E. B. Pleasants, chief engineer, Wilmington, N. C., will erect extension to warehouse; brick and steel; sales capacity, 2000 baskets or 700,000 pounds daily.

Mo., St. Louis.—H. A. Diamond will erect three-story warehouse at 1201-3 Lewis St.; cost \$8000.

N. C., Henderson.—Planters' Warehouse Co. incorporated with \$50,000 capital stock by William B. Daniel, Oscar S. Faulkner, S. H. Satterwhite and others.

S. C., Columbia.—Indian Refining Co., R. P. Fair, district manager, Greensboro, N. C., will erect 30x60-foot corrugated iron storage warehouse for lubricating oils; later will install tankage for refined oils, gasoline and lubricating oils. (Recently noted.)

Tenn., Nashville.—Warren Bros. Co. opens bids July 8 through Marr & Holman, architects, 701 Stahlman Bldg., Nashville, to erect paint warehouse; 50x150 feet; three stories and basement; mill construction; steam heat; electric freight elevator; gravel roof; cost \$10,000.

cost \$30,000; install sprinkler system. (See "Machinery Wanted.")

Tex., Dallas.—W. O. O'Connor will erect sheet-iron warehouse at 1815 Coombs St.; cost \$3500.

Tex., Dallas.—Southwestern Distributing Co. organized with \$300,000 capital stock; purchased trackage property of approximately 500 feet frontage; will erect warehouse; Southwestern Trust Co., F. B. Kirby, secretary, wires Manufacturers' Record: "Building will be six stories; reinforced concrete; 100x150 feet; approximate cost \$60,000; will build on engineer's estimate; contract to be let about July 18." (Recently noted.)

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

Ala., Birmingham.—J. B. Roberts awarded contract to B. F. Lee to erect apartment-house; two stories; brick veneer; cost \$923. (Previously noted.)

Ga., Savannah.—H. T. Wilson awarded contract to W. T. Hussey, Savannah, to erect two-story apartment-house on Bolton St.

Ga., Savannah.—Miss Annie Kane awarded contract to W. T. Hussey, Savannah, to erect two-story apartment-house on Jefferson St. near 36th St.

Md., Baltimore.—Cowan Building Co., 106 W. Madison St., Baltimore, has contract to remodel residence at Charles and Center Sts. for apartments and offices according to plans by Riggan Buckler, 11 Pleasant St., Baltimore.

Mo., St. Louis.—Henry C. Howard awarded contract to Bush-Burns Realty Co., St. Louis, to erect four apartment-houses at Lafayette Ave. and Waverly Place Blvd.; six apartments each; cost, including site, \$100,000; will also erect three-story dwelling at 4912 Berlin St.; cost \$10,000.

Tenn., Chattanooga.—R. W. Sowers, 562 Oak St., awarded contract to erect apartment and store building. (See "Stores.")

Tenn., Chattanooga.—R. H. Parrent awarded contract to Stewart & Johnson to convert building at 42 Georgia Ave. into apartment-house; cost several thousand dollars.

Tenn., Chattanooga.—George T. White has plans by and awarded contract to Stewart & Johnson, Chattanooga, to erect apartment-house on Houston St.; three stories; six apartments; four rooms each; cost \$10,000.

Tex., Dallas.—John H. Meyers awarded contract to Alexander & Babb to erect apartment-house; three stories; six rooms to each floor; brick veneer; third story stucco; natural gas heat; electric lighting; metal tile shingle roof; cost \$10,000; plans by C. W. Bulger & Son; contract for electric fixtures and hardware not let. (Recently noted under "Stores.")

Tex., Houston.—J. J. Sweeney awarded contract to erect building for stores and apartments on hotel. (See "Stores.")

Va., Portsmouth.—Mrs. George King awarded contract to George Flemming, Portsmouth, to erect apartment-house; two stories; brick and stone construction; slate roof; cost \$3500.

ASSOCIATION AND FRATERNAL

Ga., Atlanta.—Young Men's Christian Association awarded contract to King Lumber Co., Charlottesville, Va., to erect building; eight stories; fireproof; passenger and freight elevators; composition roof; cost \$350,000; cost of heating plant, \$20,000; cost of lighting plant, \$5000; plans by Shattuck & Hussey, Chicago, Ill., and A. Ten Eyck Brown, associated architects, Atlanta, Ga. (Previously noted.)

Ky., Jenkins.—Consolidation Coal Co. awarded contract to Nicola Building Co., Jenkins, to erect Young Men's Christian Association building; 80x104 feet; three stories; ordinary construction; slate roof; cost \$45,000; cost of heating plant, \$1500; plans by H. W. Schwerin, Jenkins. (Recently noted.)

BANK AND OFFICE

Md., Baltimore.—Cowan Building Co., 106 W. Madison St., Baltimore, has contract to remodel residence for office and apartments. (See "Apartment-Houses.")

Tex., Elysian Fields.—Guaranty State Bank awarded contract to Moon & Rogers, Marshall, Tex., to erect bank building; brick construction. (Recently noted.)

Tex., Houston.—E. H. Hulsey, Galveston, Tex., will expend \$125,000 to erect office, store and theater building recently noted. (See "Theaters.")

cost \$30,000; install sprinkler system. (See "Machinery Wanted.")

Tex., Dallas.—W. O. O'Connor will erect sheet-iron warehouse at 1815 Coombs St.; cost \$3500.

Tex., Dallas.—Southwestern Distributing Co. organized with \$300,000 capital stock; purchased trackage property of approximately 500 feet frontage; will erect warehouse; Southwestern Trust Co., F. B. Kirby, secretary, wires Manufacturers' Record: "Building will be six stories; reinforced concrete; 100x150 feet; approximate cost \$60,000; will build on engineer's estimate; contract to be let about July 18." (Recently noted.)

St., awarded contract to W. A. Harding, Catonsville, Md., to erect residence at Cedarcroft; two and a half stories; shingle; hot-water heat; electric lights; cost, including site, \$7500.

Md., Baltimore.—Hilton Land Corporation, 11th and Presbury Sts., awarded contract to Henry C. Glantz, 1217 W. North Ave., to erect eight dwellings on Hilton St. near Baker; semi-detached; iron-spot brick; marble trimmings; interior of poplar, chestnut and birch finished in mahogany; hot-water heat; electric lights; cost \$20,000.

N. C., Winston-Salem.—Mrs. Charles Plumley awarded contract to J. F. Crouse to erect residence; plans by W. C. Northup, Winston-Salem.

N. C., Wilmington.—H. A. Giersch awarded contract to D. C. Cecil, Lexington, N. C., to erect residence on Southside.

Tenn., Memphis.—Mrs. Jennie Storey awarded contract to F. C. Storey, Memphis, to erect residence at 1425 Peabody Ave.; cost \$5000.

Tex., Cuero.—Joseph Sheridan awarded contract to erect one-story dwelling; cost \$1000.

Tex., Dallas.—J. W. Loughlin, 1706 Rowley St., awarded contract to W. T. Golding to erect dwelling; 10 rooms and bath; frame; shingle roof; electric lighting; cost \$4000. (Recently noted.)

Tex., Edna.—C. Branch awarded contract to Lanis, Neador & Tatum to erect \$7000 residence.

Tex., Fort Worth.—W. T. Coats, 527 Carondelet St., will erect residence; two stories; brick veneer; tile roof (Spanish); cost \$15,000; plans by Favot & Livaudais, Perrin Bldg., New Orleans; sub-contracts let by owner; no general contract. (Lately noted.)

Tex., Hearne.—Jacob and Morris Cohen awarded contract to Richard Schmidt to erect residence; cost \$15,000; plans by C. H. Page & Bro., Austin, Tex.

Tex., Houston.—Mrs. C. Keenan (not E. Keenan as recently reported) has plans by and awarded contract to C. J. Miller, Houston, for residence; eight rooms; frame; metal roof; cost \$4000.

Tex., Houston.—O. H. Taylor awarded contract to erect double dwelling; cost \$4500; plans by C. C. McDonald, First National Bank Bldg., Houston.

Tex., Madisonville.—Dr. C. V. Barnes awarded contract to Brownlee & Manning to erect residence; cost \$3000.

Tex., San Antonio.—J. J. Kuntz awarded contract to Mr. Taggart to erect 10-room dwelling; two stories; first floor to have oak finish; second floor, white enamel; three bathrooms with tile floor and wainscoting; terrazzo floors in gallery; steam heat; slate roof; cost \$25,000; plans by Atlee B. Ayres, San Antonio. (Recently noted.)

Va., Lynchburg.—E. A. Cleland will erect four six-room bungalows in Arlington Pl.; 52x32 feet; ordinary construction; steam heat; cost \$8000; contract awarded to H. C. Clarke.

Va., Norfolk.—J. C. Hill awarded contract to R. H. Jones, Norfolk, to erect residence on Graydon Ave.; frame; cost \$3000.

Va., Portsmouth.—Walter E. Simmons awarded contract to George Fleming, Portsmouth, to erect residence; two stories; frame; metal roof; cost \$3000.

W. Va., Weirton.—Weirton Development Co. awarded contract to erect 20 five-room dwellings for employees of Phillips Sheet & Tin Plate Co.; cost \$60,000.

GOVERNMENT AND STATE

N. C., Hickory.—Postoffice.—Treasury Department, Oscar Wenderoth, supervising architect, Washington, D. C., awarded contract at \$58,274 to George W. Stiles Construction Co., Chicago, Ill., to erect postoffice. (Recently noted.)

N. C., Winston-Salem.—Postoffice.—Treasury Department, Oscar Wenderoth, supervising architect, Washington, D. C., awarded contract at \$176,997 to Boyle-Robertson Construction Co., Union Trust Bldg., Washington, D. C., to erect postoffice. (Recently noted.)

La., New Orleans.—E. Savage awarded contract to George W. O'Malley, 7510 Elm St., New Orleans, to erect store and dwelling; cost \$4500.

La., New Orleans.—P. Kaul, Hampson and Cherokee Sts., awarded contract to George W. O'Malley, 7510 Elm St., New Orleans, to erect double dwelling; 34x69 feet; two stories; frame; hot-air heat; gas and electric lighting; blue Bangor slate roof; cost \$5100. (Mr. O'Malley recently noted to erect dwelling.)

Md., Baltimore.—Edward L. Hickman, Baltimore Bargain House, 200-20 W. Baltimore

Ola., Tulsa.—C. W. and J. W. Robertson awarded contract to W. H. Phillips to erect hotel; 53x98 feet; mill construction; electric and gas lighting; gravel and asphalt roof; plans by M. J. Davis, Tulsa; cost \$12,775. (Lately noted under "Stores.")

Tex., Houston.—J. J. Sweeney awarded contract to erect building for stores and hotel or apartments. (See "Stores.")

MISCELLANEOUS

Mo., St. Louis.—Stables, etc.—Mercantile Trust Co., agent, awarded contract to T. J. Ward Construction Co., 408 11th St., St. Louis, to remodel stables, yard, etc.; ordinary construction; gravel roof; cost \$4500.

RAILWAY STATIONS, SHEDS, ETC.

S. C., Spartanburg.—Greenville, Spartanburg & Anderson Railway Co., A. C. Lee, engineer maintenance of way, Greenville, N. C., awarded contract to Jordan-Munn Construction Co., Greenville, S. C., to erect freight depot; pressed brick; red tile roof; cost about \$20,000. (Recently noted.)

Tex., Cuero.—Gulf, Colorado & Santa Fe Railway Co., F. Merritt, chief engineer, Galveston, Tex., and Missouri, Kansas & Texas Railway Co., S. B. Fisher, chief engineer, St. Louis, Mo., awarded contract to H. D. McCoy to erect passenger station; stucco construction; cost \$12,000; also reported as to erect freight depot to cost \$12,000 and \$2000 bunkhouse.

Va., Boyce.—Norfolk & Western Railway, C. S. Churchill, chief engineer, Roanoke, Va., awarded contract to John P. Pettyjohn & Co., Lynchburg, Va., to erect passenger and freight station; hollow tile; slate roof; 36x40 feet; steam heat; electric lighting; cost \$22,500.

SCHOOLS

Ark., Magnolia.—Directors Third District Agricultural School awarded contract to C. A. Powell, Magnolia, to erect nine brick buildings, including dormitories, residences, dining hall, conservatory and power-house; cost about \$55,000; plans by Witt, Selbert & Co., Texarkana, Ark. (Previously noted.)

Ga., Athens.—City awarded contract at \$724 to L. C. Smith Construction Co., Athens, to erect addition to College Avenue School; four rooms. (Recently noted.)

Ky., Louisville.—Board of Education awarded contract to George H. Rommel Company, 1012 E. Broadway, Louisville, to erect Albert S. Brandeis School at 26th and Date Sts.; 12 rooms, with combination auditorium and gymnasium; fireproof except roof; combination fan and direct steam system of heating; green glazed tile roof; cost \$100,000; plans by J. Earl Henry, 8th and Chestnut Sts., Louisville; contract for heating plant not let; bids opened in about three of four weeks. (Recently noted.)

Ky., Mumfordville.—Board of Control of County High School and Trustees of Mumfordville Graded School will expend \$10,000 to erect building; 58x67 feet; hot-air heat (not included in contract); tin roof; plans by John Bacon Hutchings, Louisville, Ky.; contract recently noted awarded to Clarence Owens, Horse Cave, Ky.

Md., Pikesville.—Baltimore County School Board, Towson, Md., awarded contract at \$26,625 to Blake & Engle, Law Bldg., Baltimore, Md., to erect school; eight rooms and basement. (Previously noted.)

Miss., Laurel.—Laurel City Commissioners awarded contract to the Finnell Construction Co., Tuscaloosa, Ala., to erect school building in West End; cost \$22,390.

Mo., Doniphan.—School Board awarded contract at \$23,592 to W. J. McCully, St. Louis, Mo., to erect high school; plans by H. H. Hohenschild, St. Louis. (Recently noted.)

N. C., Greenville.—Education Committee East Carolina Teachers' Training School awarded contract at \$21,770 to C. V. York, Raleigh, N. C., to erect addition to administration building and one-story wing to east dormitory to accommodate 25 to 30 girls; plans by Hook & Rogers, Charlotte, N. C. (Recently noted.)

Tenn., Cleveland.—School Board awarded contract to E. M. Pratt, Chattanooga, to erect school building; 162x50 feet; two stories and basement; brick walls; steam heating; electric lighting; Barrett specification roofing; cost \$25,000; plans by J. D. Alsup, Chattanooga; plumbing and heating contract awarded to Knoedler & Meredith, Chattanooga. (Recently noted.)

Tenn., Memphis.—Phipps Miller, 1830 Madison Ave., awarded contract to R. F. Creson, Memphis, to erect addition to Miller School; 130x65 feet; two stories; brick; also prepare

playgrounds; cost \$16,000; plans by Jones & Furbringer, Memphis. (City recently noted to erect school to replace Miller School.)

Tex., Angleton.—School trustees will expend \$15,000 to erect school and auditorium; two stories; ordinary construction; electric wiring; 4-ply composition and gravel roof; plans by Barnes & Finn, Houston, Tex.; contract recently noted awarded to J. Shapley & Son, Houston, Tex.

Tex., Dilley.—City awarded contract to Gus Birkner, San Antonio, Tex., to erect school; cost \$12,200.

Tex., Goliad.—School trustees awarded contract to J. W. Williams to erect Germania School; also awarded contract to erect two-story school for negroes. (Recently noted as having plans prepared by Green & Finger, 318 National Bank Bldg., Galveston, Tex., for school building.)

Tex., Nome.—Nome Independent School District awarded contract to Thames & Weber, Beaumont, Tex., to erect school; 60x90 feet; ordinary construction; hot-air heat; red Spanish tile roof; cost \$10,000; plans by C. C. McDonald, First National Bank Bldg., Houston. (Recently noted.)

Va., Charlottesville.—University of Virginia awarded contract to Geo. Leigh & Bros., Louisville, Va., to erect educational building; 126x112x28 feet; semi-fireproof; slate and tin roof; cost \$45,000; plans by Ferguson, Calow & Taylor, Norfolk, Va. (Recently noted as awarding contract to Lea Bros.)

Va., Norfolk.—School Board awarded contract to John W. Jones, Norfolk, to erect eight-room addition to Robert Gatewood School; cost \$20,000.

STORES

Ala., Birmingham.—C. S. Price will erect two-story brick-veneer building on West Hanover Circle; cost \$7000; contract awarded to Joy-Marriott Construction Co. of Birmingham.

Ala., Montgomery.—E. D. Eliasberg awarded contract to erect store and moving-picture theater. (See "Theaters.")

Ark., Dermott.—Arkansas Real Estate Co. awarded contract to Albert G. Simms, Lake Village, Ark., to erect stores; 75x107 feet; ordinary construction; gravel roof; cost \$7500. (Mr. Simms recently noted as having contract.)

Ark., Hermitage.—Bradley County Mercantile Co. has plans by and awarded contract to J. H. Blythe to erect store building; 40x110 feet; brick; metal roof; cost \$5000. (Recently noted.)

Ga., Savannah.—Mrs. L. C. Gerken awarded contract to erect store, etc. (See "Dwellings.")

La., New Orleans.—E. Savage awarded contract to erect store and dwelling. (See "Dwellings.")

Mo., St. Louis.—Augustin J. Cicardi awarded contract to J. H. Wise, St. Louis, to erect building at 4910-12 Delmar St.; two stories; 40x70 feet; front of plate glass and ornamental terra-cotta trimmings; plans by T. P. Barnett Architectural Co., St. Louis. (Recently noted.)

N. C., Durham.—J. B. Warren awarded contract to T. S. Christian to remodel store for Ellis, Stone Co.; improvements include rebuilding front and installing elevator; latter to cost \$6000. (Recently noted.)

N. C., Fayetteville.—W. E. Brothers awarded contract to Blalock Bros., Newbern, N. C., to erect building; brick; three stories; steam heat; electric elevator.

Tenn., Chattanooga.—R. W. Sowers, 562 Oak St., awarded contract to R. I. Ward, Chattanooga, to erect store and apartment building; 23x60 feet; ordinary construction; Carey's flexible cement roof; cost \$4000; plans by R. H. Hunt, James Bldg., Chattanooga. (Recently noted.)

Tenn., Memphis.—William Krager awarded contract to J. B. Butler to erect addition to building at 297 Trigg St.; cost \$3000.

Tenn., Memphis.—I. R. Page awarded contract to W. H. Burnell to erect store at 516 S. Main St.; cost \$6000.

Tex., Dallas.—Huey & Philip Hardware Co. awarded contract to Alex. Watson Construction Co., 106 Field St., Dallas, to erect store; 80x180 feet; four stories and basement; reinforced concrete; fireproof; Barrett specification roofing; prism lights; construction to permit erection of four stories later; cost \$80,000; plans by Lang & Witchell, Dallas. (Recently mentioned.)

Tex., Houston.—J. J. Sweeney awarded contract to D. R. Ridpath, associated with McKee Construction Co., Houston, to erect store and apartment building at LaBranch and Congress Aves.; two stories; reinforced concrete and steel; 85x100 feet; nine

stories on ground floor; upper floor for hotel or apartments; cost \$35,000; plans by C. H. Page & Bro., Austin, Tex.

Tex., Houston.—E. H. Hulsey, Galveston, Tex., will expend \$125,000 to erect store, office and theater building recently noted. (See "Theaters.")

Tex., Keren.—S. J. Jennings awarded contract to John Mullins and George Hallett to erect store building; 25x140 feet; tin roof; cost \$4000. (Recently noted.)

Tex., Sulphur Springs.—Seaman-East Grocer Co. awarded contract to G. H. Wilson & Sons to erect business building; brick.

Tex., Victoria.—C. C. Zirjack, agent for Mrs. K. M. Brownson, awarded contract to Jopling & Williams of Victoria for brick work, roofing and plastering for remodelling store building; 58x96 feet; ordinary construction; electric passenger and freight elevators; Barrett's standard five-ply tar and gravel roof; plans by Hull & Praeger, Victoria; contract for store front awarded to Jacques Steel Co., Kansas City, Mo. (Recently noted.)

Tex., Yoakum.—W. L. Burton awarded contract to F. A. Wattinger to erect business building; two stories; brick; 55x90 feet.

Va., Norfolk.—N. B. Joyner awarded contract to Jesse Johnson, Norfolk, to erect store; 20x110 feet; ordinary construction; gas and electric lighting; hand elevator; gravel roof; cost \$8000; plans by Lee & Diehl, Norfolk. (Recently noted.)

THEATERS

Ala., Montgomery.—E. D. Eliasberg awarded contract to Thomas Purvis, Selma, to erect building for moving-picture theater and store; one story; cost \$8000.

Tex., Houston.—E. H. Hulsey, Galveston, Tex., will expend \$125,000 to erect theater, store and office building; 100x100 feet; fireproof; heating not determined; elevator contract let; gravel roof; plans by C. D. Hill & Co., Dallas; contract recently noted awarded to James Stewart & Co., Houston.

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Mobile.—President W. F. Owen of the New Orleans, Mobile & Chicago Railroad Co. says concerning the proposed extension to New Orleans that the company is not in a position to furnish information excepting that a surveying corps is in the field.

Ala., Wetumpka.—Daniel Pratt, Prattville, Ala., says that nothing definite has been done concerning the construction of an interurban railway to connect Montgomery, Wetumpka and Prattville, Ala., and there will probably be nothing accomplished for several months. It has only been talked about so far.

Ark., Dermott.—The Fee-Crayton Hardwood Lumber Co. is going to build eight miles of railroad from Chicot, Ark., to carry logs to the mill at Dermott. Frank F. Fee is president; R. W. Marks, vice-president and manager, and W. A. Daily, treasurer.

Ark., Fort Smith.—President J. A. Edson of the Kansas City Southern Railroad is quoted saying that construction of a main line detour into Fort Smith will begin as soon as the directors of the company choose one of three routes which have been surveyed. C. E. Johnston, Kansas City, Mo., is chief engineer.

Ark., Little Rock.—The Little Rock & Hot Springs Electric Railway Co., says a local report, has accepted the franchise granted by the city of Little Rock and has deposited a certified check for \$1000 to bind the bargain. Charles J. Kramer is president; L. Garrett, general manager and W. H. Marano, secretary, of the railway company.

Ark., Monticello.—The Ashley, Drew & Northern Railway, says a report, has completed and put in operation its line between Crossett and Ladelle, 33 miles; also between Ladelle and Monticello. Entire plan is for a through line from Crossett to Gillett, about 90 miles, via Whitlow, Fountain Hill and Monticello. R. O. Roy is president and W. E. Atkinson chief engineer, both at Monticello, Ark.

D. C., Washington.—The Washington, Westminster & Gettysburg Railway Co., represented by Marion Duckett, 611 F St. N. W., Washington, D. C., has applied to the Maryland Public Service Commissioners for authority to build 18 miles of line via Hyattsville and Brentwood. Securities to be issued consist of \$630,000 of bonds, \$144,000 of preferred stock and \$100,000 of common stock. (Recently mentioned.)

Tex., Houston.—J. J. Sweeney awarded contract to D. R. Ridpath, associated with McKee Construction Co., Houston, to erect store and apartment building at LaBranch and Congress Aves.; two stories; reinforced concrete and steel; 85x100 feet; nine

WAREHOUSES

Mo., St. Louis.—Hawthorne Investment Co. awarded contract to St. Louis Unit Construction Co., St. Louis, to erect warehouse at 4201-27 Duncan Ave.; one story; 282x180 feet; 50,700 square feet floor space; cost \$40,000.

N. C., Winston-Salem.—Piedmont Warehouse awarded contract to Charles Loman to erect addition to warehouse.

Tenn., Chattanooga.—John W. Ash, 528 Temple Construction Bldg., Chattanooga, has contract to erect warehouse and cold-storage building previously noted; to be leased by Chattanooga Warehouse & Cold Storage Co. (See "Ice and Cold-storage Plants.")

Tenn., Cuero.—Nagel Hardware Co. awarded contract to Charles Fuess & Son of Cuero to erect warehouse; 58x130 feet; ordinary construction; sheet iron covered; galvanized iron roof; cost \$3500. (Recently noted.)

Tenn., Dallas.—Sears, Roebuck & Co. of Texas awarded contract to Hughes-O'Rourke Construction Co., Praetorian Bldg., Dallas, to erect fireproof warehouse; reinforced concrete; nine stories and basement; 166x282 feet; Barrett 4-ply roofing; elevators purchased; cost \$900,000; steam heat to cost \$30,000; electric lighting \$25,000; plans by Lang & Witchell, 1614 Southwestern Life Bldg., Dallas. (Previously noted under "Stores.")

Tenn., Houston.—Merchants' Compress Co., W. B. Chew, president, awarded contract to James Stewart & Co., St. Louis, Mo., to erect warehouses and compress building; reinforced concrete; west warehouse to be 609x84 feet; seven compartments of 1000 bales capacity each; center building will be double-decked; two stories; 71x105 feet; 10 compartments, one to be used for compress; east building will consist of three 1000-bale compartments; 819x147 feet; three 1000-bale compartments; cost \$110,000. (Recently noted.)

Tenn., Knoxville.—The Knoxville & Maryville Interurban Railway Co. has applied for charter; capital \$10,000. Proposed line is from Vestal to Maryville, 12 miles, and possibly to Madisonville, a total distance of 40 miles. Incorporators are Howard Cornick, John H. Frantz, T. G. McConnell, Charles M. Seymour and R. M. Mitchell. It is understood that the law firm of Cornick, Frantz & McConnell of Knoxville represent clients whose names are not disclosed.

Tenn., Middleton.—W. F. Owen, president of the New Orleans, Mobile & Chicago Railroad, Mobile, Ala., and several others are reported to have made a trip over the route of the proposed extension from Middleton to Jackson, Tenn., accompanied by a representative of New York financiers.

Tenn., Bay City.—It is proposed to construct a railroad from Freeport to San Antonio via Bay City, El Campo, Providence City and Cuero, Tex., about 200 miles. B. L. Ayers, secretary of the Bay City Business League, may be able to give further information. G. M. Magill is also reported interested.

Tenn., Cleburne.—Dr. C. A. Dunn and E. M. Gleason of Dallas, James T. Joplin, secretary of the Board of Trade of Cleburne, Tex., and J. L. Cleveland are reported securing right of way from Cleburne to Keene, about five miles, for the Dallas, Cleburne & Southwestern Railway. Survey to Glen Rose is to be made as soon as the Gainesville and Denton survey is finished.

Tenn., Freeport.—The Gulf, Freeport & Northern Railway Co. has been chartered to build an electric interurban line about 85 miles long from Freeport to Sealy, Tex.; capital stock \$100,000; headquarters at Freeport. Incorporators are C. L. Sharp and J. H. Bartlett of Marshall, Tex.; R. E. Loggins, J. S. Bartlett, C. E. Clark and George Edwards of Columbia, Tex.; D. A. Barr of Freeport, Tex.; Wm. L. Hall, C. Davis, T. C. Millard and C. L. Pierce of Damon, Tex.

Tenn., Mexia.—A committee has been appointed to work on plans for the construction of a railroad from Waco to Palestine, Tex., about 100 miles, via Prairie Hill and Mexia. It is as follows: J. O. Holton, W. P. Alexander and Thomas Moody of Prairie Hill; R. J. Jackson, Julius Nussbaum and A. E. Wilder of Mexia, Tex.

Tenn., Pleasanton.—Ward & Lee of Mathis, Tex., have been given the contract to extend the San Antonio, Uvalde & Gulf Railway from Mathis to Corpus Christi, Tex., 35 miles.

Tenn., Teague.—T. J. Alexander of Teague says that the Dallas, Fairfield & Gulf Railroad is projected from Dallas to Teague, 100 miles. The contractor is the Finnell Construction Co. of Tuscaloosa, Ala. Officers of the railroad company are T. J. Alexander, president; R. L. Harper, vice-president; W. H. Storey, treasurer; Wolsey Finnell, general manager; Finnell, Ayres & Parsons, chief engineers.

Tenn., Temple.—President A. F. Bentley of the Southwestern Traction Co., Temple, Tex., says concerning the proposition to build an electric railway from Waco to

Mobile Railway is reported to have completed its extension to Tilton, Miss.

N. C., Hamlet.—The Seaboard Air Line has awarded contract to the Vaughan Construction Co., Inc., of Roanoke, Va., to build about seven and one-half miles of second track from Hamlet to Cognac, N. C. About 300,000 cubic yards of material will have to be moved.

N. C., Wilkesboro.—The Appalachian Electric Power & Transit Co. is reported chartered to build the proposed electric railway from Wilkesboro to Taylorsville, about 20 miles. T. B. Finley of Wilkesboro is president; J. C. Smoot, vice-president; C. H. Cowles, secretary, and R. W. Gwyn, treasurer.

Okla., Pawhuska.—A railroad committee has been appointed, consisting of J. B. Tolson, W. C. Owen, John Lynn, John Hunter, E. L. McCurdy and W. T. Lenhy, who will endeavor to obtain bonuses along the route for a proposed line from Pawhuska to either Bartlesville, Okla., 25 miles, or Cane, Kans., about 35 miles. Col. C. C. Godman of Fort Smith, Ark., is reported interested. A company is to be organized.

S. C., Anderson.—The Southern Railway has let contract to M. M. Patterson of Anderson to grade its property at the corner of River St. and McBee Ave. preparatory to building its freight station extension on River St.

Tenn., Hartranft.—M. H. Taylor of Erie, Pa., denies the recent press report that he was interested in the Mingo Valley Railroad Co. to build a line near Mingo, Tenn. He says he is not interested in any railroad construction in Tennessee.

Tenn., Knoxville.—The Knoxville & Maryville Interurban Railway Co. has applied for charter; capital \$10,000. Proposed line is from Vestal to Maryville, 12 miles, and possibly to Madisonville, a total distance of 40 miles. Incorporators are Howard Cornick, John H. Frantz, T. G. McConnell, Charles M. Seymour and R. M. Mitchell. It is understood that the law firm of Cornick, Frantz & McConnell of Knoxville represent clients whose names are not disclosed.

Tenn., Middleton.—W. F. Owen, president of the New Orleans, Mobile & Chicago Railroad, Mobile, Ala., and several others are reported to have made a trip over the route of the proposed extension from Middleton to Jackson, Tenn., accompanied by a representative of New York financiers.

Tenn., Bay City.—It is proposed to construct a railroad from Freeport to San Antonio via Bay City, El Campo, Providence City and Cuero, Tex., about 200 miles. B. L. Ayers, secretary of the Bay City Business League, may be able to give further information. G. M. Magill is also reported interested.

Tenn., Cleburne.—Dr. C. A. Dunn and E. M. Gleason of Dallas, James T. Joplin, secretary of the Board of Trade of Cleburne, Tex., and J. L. Cleveland are reported securing right of way from Cleburne to Keene, about five miles, for the Dallas, Cleburne & Southwestern Railway. Survey to Glen Rose is to be made as soon as the Gainesville and Denton survey is finished.

Tenn., Freeport.—The Gulf, Freeport & Northern Railway Co. has been chartered to build an electric interurban line about 85 miles long from Freeport to Sealy, Tex.; capital stock \$100,000; headquarters at Freeport. Incorporators are C. L. Sharp and J. H. Bartlett of Marshall, Tex.; R. E. Loggins, J. S. Bartlett, C. E. Clark and George Edwards of Columbia, Tex.; D. A. Barr of Freeport, Tex.; Wm. L. Hall, C. Davis, T. C. Millard and C. L. Pierce of Damon, Tex.

Tenn., Mexia.—A committee has been appointed to work on plans for the construction of a railroad from Waco to Palestine, Tex., about 100 miles, via Prairie Hill and Mexia. It is as follows: J. O. Holton, W. P. Alexander and Thomas Moody of Prairie Hill; R. J. Jackson, Julius Nussbaum and A. E. Wilder of Mexia, Tex.

Tenn., Pleasanton.—Ward & Lee of Mathis, Tex., have been given the contract to extend the San Antonio, Uvalde & Gulf Railway from Mathis to Corpus Christi, Tex., 35 miles.

Tenn., Teague.—T. J. Alexander of Teague says that the Dallas, Fairfield & Gulf Railroad is projected from Dallas to Teague, 100 miles. The contractor is the Finnell Construction Co. of Tuscaloosa, Ala. Officers of the railroad company are T. J. Alexander, president; R. L. Harper, vice-president; W. H. Storey, treasurer; Wolsey Finnell, general manager; Finnell, Ayres & Parsons, chief engineers.

Tenn., Temple.—President A. F. Bentley of the Southwestern Traction Co., Temple, Tex., says concerning the proposition to build an electric railway from Waco to

Austin, Tex.: "We are merely making the survey for a line, and are not ready to begin construction." If such a line is constructed, it will probably use the existing line between Temple and Belton (about 10 miles) part of the route.

Va., Richmond.—The contract for enlarging its Brown St. yard in Richmond was recently awarded by the Seaboard Air Line to the Vaughan Construction Co., Inc., of Roanoke, Va., and work has begun. About 50,000 cubic yards of material to be moved.

W. Va., Helen.—The Chesapeake & Ohio Railway says a report, has extended its Coal River line from Helen to Sevierville, five miles.

W. Va., Mullens.—The Virginian Railway Co. recently let contract to the Vaughan Construction Co., Inc., of Roanoke, Va., for double-tracking between Mullens and Taft, W. Va., about five miles, and also for enlarging the yards at Elmore, W. Va.; about 400,000 cubic yards of excavation. H. Fernstrom, Norfolk, Va., is chief engineer.

STREET RAILWAYS

Ala., Montgomery.—C. C. Abercrombie, president of the Alabama Traction Co., is

quoted saying that it will proceed with the construction of its proposed street railway as soon as a price for the use of certain trackage is agreed upon with the Montgomery Light & Traction Co.

S. C. Anderson.—The North Anderson Development Co., says a report, plans the incorporation and construction of the North Anderson Railway for street-car service. M. H. Patterson is to do the work.

S. C., Greenville.—The Realty Corporation, D. B. Traxler, president, proposes to build an extension from the Greenville Traction Co.'s line out Augusta Rd. about 1½ miles. The Greenville Traction Co. will do the work when needed; nothing definite yet.

Tex., Corpus Christi.—The Corpus Christi Street & Interurban Railway Co., says a local report, plans to build two miles of additional trackage. F. C. Headley is superintendent.

Tex., Denison.—The Texas Traction Co. is surveying for an extension of the Hull Street line into South Denison.

W. Va., Northfork.—L. G. Toney and others of Northfork are reported building two miles of electric street railway between Northfork and Keystone.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

Abattoir Equipment.—Witt, Selbert & Co., Texarkana, Ark.-Tex.—Correspondence with manufacturers of and dealers in abattoir equipment.

Air Compressor.—Virginia Polytechnic Institute, Blacksburg, Va., wants prices, received until July 8 on electrically-driven direct-connected air compressor: capacity 90 to 100 cubic feet free air per minute; fitted with automatic pressure-regulating valve; working pressure 100 to 125 pounds per square inch; Ingersoll-Rand. (See "Woodworking Machinery, etc., Blacksburg, Va.")

Air Compressor.—Kanawha Engineering Co., 36 Bradford Bldg., Charleston, W. Va.—Portable gasoline-driven compressor outfit, capacity 50 to 75 feet per minute at 100 pounds pressure.

Bells.—E. F. Douglas, Florence, S. C.—Addresses of manufacturers of chimes for church steeples.

Boilers.—Best-Clymer Manufacturing Co., 1425 International Life Bldg., St. Louis, Mo.—Two 200-horse-power tubular boilers, with chain gear.

Bridge Construction.—Bids invited, to be opened July 7, for construction of steel bridge across Neuse River, Lenoir county, North Carolina; length 300 feet; concrete piers, single track, etc.; plans and specifications on file at office of C. W. Pridgen, Register of Deeds, Kinston, N. C. (Previously noted.)

Bridge Construction.—Bids received by County Bridge Commission, Davidson county, R. G. Connell, chairman, in office of W. M. Pollard, County Judge, Nashville, Tenn., until July 5 for construction of six reinforced concrete bridges as follows: 32x12-foot spans each across Little Creek, Sulphur Creek at Hicks and Whites Crossing, Little Marrow Bone Creek, 32x16-foot span over Little Richland Creek and 25x22-foot span over Busley Ave.; plans received on each bridge separately; plans may be seen at office of F. E. Freeman, county bridge engineer, 65 Life & Casualty Bldg., Nashville, Tenn.

Building Materials.—A. E. Dickson, Box 1308, Houston, Tex.—Prices on building materials and equipment for \$6000 dwelling.

Building Materials.—J. L. and D. M. Davis, Magnolia, Ark.—Prices on mill work, iron and steel castings, cement, lime, roofing, etc., for \$48,000 agricultural college at Magnolia.

Building Materials, etc.—L. H. Ramsey, 371 S. Broadway, Lexington, Ky.—Prices on common brick, lime, cement, sand, electrical equipment, steel, iron stairways, ornamental plaster, hollow tile lighting fixtures and decorating for theater.

Building Materials.—Waller & Field, Fort Worth, Tex.—Prices on lime, cement, wall plaster, plumbing supplies and electrical equipment for \$30,000 business building at Wichita Falls, Tex.

Cement.—City of Wytheville, Va., G. S.

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ant purchasing agents, 24 State St., New York; 614 Whitney-Central Bldg., New Orleans, and 1086 North Point St., San Francisco; also from U. S. Engineer offices in Seattle, Los Angeles, Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, Chicago, St. Louis, Detroit, Milwaukee, St. Paul, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City, Mo.; Chamber of Commerce, Quincy, Ill., and Commercial Club, Tacoma, Wash. F. C. Boggs, Major, Corps of Engineers, U. S. A., General Purchasing Officer.

Electrical Machinery.—Best-Clymer Manufacturing Co., 1425 International Life Bldg., St. Louis, Mo.—75-kilowatt generator; 220-volt.

Electrical Machinery.—East Carolina Railway Co., Tarboro, N. C.—Prices on three-phase new or second-hand electric motors.

Electrical Machinery.—See "Water-wheels, etc."

Electrical Machinery.—Rucker Penn Co., Rucker Penn, president, Winston-Salem, N. C., will install electric motors.

Electrical Machinery, etc.—Proposals received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until July 15 to furnish at Naval Academy, Annapolis, Md., a quantity of ammeters, voltmeters, wattmeters, standard Wolff resistances, etc.; Koepsel magnetizing apparatus, universal shunt. Applications for proposals should refer to schedule 5599. Blank proposals furnished upon application to navy pay office, Baltimore, Md., or to bureau. T. J. Cowle, Paymaster-General U. S. N.

Electrical Machinery.—Walterboro Ice & Light Co., Walterboro, S. C.—Prices on electric-light plant equipment, 60 to 75 kilowatts capacity.

Elevator.—Waller & Field, Fort Worth, Tex.—Prices on elevator for \$30,000 business building at Wichita Falls, Tex.

Elevators.—Proposals received at office of O. F. Wenderoth, supervising architect, Washington, D. C., until July 22 for installation complete of electric passenger elevator in United States postoffice at Del Rio, Tex., in accordance with drawings and specifications on file at office of supervising architect.

Engine.—E. L. Carpenter, Edna, Tex.—Will need gasoline engine.

Engine.—Best-Clymer Manufacturing Co., 1425 International Life Bldg., St. Louis, Mo.—100-horse-power engine.

Engine.—W. B. Williams, St. Petersburg, Fla.—Wood burner steam engine. (See "Dredge.")

Engine.—S. M. Price Machinery Co., 45 Commercial Place, Norfolk, Va.—Prices on second-hand (Atlas preferred) four-valve engine, 22x27, R. H.

Fire Extinguishers.—P. O. Randall, building contractor, First National Bank Bldg., Ashland, Ala.—Correspondence with manufacturers of fire extinguishers; view to agency on consignment.

Flour.—Bensussan, Sides & Co., Saloniki, Turkey.—Correspondence with American manufacturers and handlers of flour.

Grading.—Bids received by Highway Commission of Mt. Airy Township, Mt. Airy, N. C., until July 10 for grading about 30 miles of road; plans on file with A. E. Smith, chairman, Mt. Airy; further information available by addressing C. M. Miller, engineer, Salisbury, N. C.

Heating Plant.—R. B. Suggs, Belmont, N. C.—Prices on hot-water heating plant for 10-room dwelling.

Heating Plant.—Bids received by John M. Murch, County Auditor, Galveston, Tex., for furnishing and installing boiler, radiators, etc., at jail, as per specifications on file in his office and obtainable on application.

Heating and Ventilating.—Proposals for installation and completion of heating and ventilating system for auditorium building, Tulsa, Okla., received until July 11; plans and specifications at office of E. B. Cline, City Auditor, and at office of E. A. Rush & Co., architects, 214 S. Cincinnati Ave., Tulsa.

Honing and Stropping Machine, etc.—R. D. Banks, Gulfport, Miss.—Correspondence with manufacturers relative to manufacturing honing and stropping machine, about 20,000; also wants prices on stampings and springs.

Hides.—See "Leather, Saloniki, Turkey."

Hoisting Engine.—L. F. Hobbs, Box 483, Norfolk, Va.—Hoisting engine; double cylinder 8½x10 or 12; double drums, boilers and all fittings; second-hand; first-class condition. State details, location and price.

Hydraulic Jacks.—City of Tulsa, Okla.

F. M. Wooden, Mayor.—Prices on hydraulic jacks.

Ice Machinery.—Home Ice Co. (C. M. Thomas to be addressed), 230 Main St., Winston-Salem, N. C.—Will want prices on entire equipment for 50-ton ice plant.

Ice and Cold-storage Machinery.—Puritan Fish & Storage Co., J. L. Lloyd, manager, 50 Church St., New York.—Opens bids July 15 for installing ice-making, fish-freezing and storage machinery.

Interior Decorations, etc.—Sumter Amusement Co., Sumter, S. C.—Prices on interior decoration and equipment for moving-picture theater.

Ironworking Machinery.—See "Woodworking Machinery, etc., Blacksburg, Va."

Lathe, etc.—Proposals received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until July 17 for furnishing motor-driven lathe, chain, steel cable, rivets, nails, nuts, steel washers, bronze bars, sheet copper, sheet zinc, claw bars, chisels, files, wheelbarrows, draw locks, lanterns, tool handles, marline, linseed oil, paper and cardboard. Blanks and general information relating to this circular (No. 73) may be obtained from this office or offices of assistant purchasing agents, 24 State St., New York; 614 Whitney-Central Bldg., New Orleans, and 1086 North Point St., San Francisco; also from U. S. Engineer offices in Seattle, Los Angeles, Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, Chicago, St. Louis, Detroit, Milwaukee, St. Paul, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City, Mo.; Chamber of Commerce, Quincy, Ill., and Commercial Club, Tacoma, Wash. F. C. Boggs, Major, Corps of Engineers, U. S. A., General Purchasing Officer.

Laundry Machinery.—W. E. Wilkerson, Box 55, Chase City, Va.—Addresses of laundry machinery manufacturers.

Laundry Machinery.—George Mason, Box 655, Bradenton, Fla.—Prices from manufacturers of steam laundry machinery.

Leather.—Bensussan, Sides & Co., Saloniki, Turkey.—Correspondence with manufacturers and handlers of following: Box calf, black and colors; choice hides, "C & D," whole 10-12, 13-15 and 15-20 square feet, English measure; also demies 10-12 feet square, English measure.

Levee Construction.—Mississippi River Commission, Third District, United States Engineer Office, Vicksburg, Miss.—Proposals for construction of 970,000 cubic yards earthwork in district received at this office until July 26, then opened. Information on application. J. A. Woodruff, Major, engineers.

Levee Construction.—Bids received at office of James C. Welch, secretary, Elsberry, Mo., by Commissioners of Elsberry Drainage District until July 8 for ditch and levee work; about 920,000 cubic yards; Harman Engineering Co. of Peoria, Ill., engineer; information obtainable on application to engineers.

Lighting Fixtures.—See "Building Materials, etc."

Lighting Plant.—L. H. Ramsey, 371 S. Broadway, Lexington, Ky.—Will consider isolated lighting plant (50 horse-power) for theater.

Lock and Dam.—U. S. Engineer Office, Wheeling, W. Va.—Proposals for constructing lock and dam No. 16, Ohio River, received at this office until July 23. Information on application. F. W. Alstaetter, Major, Engineers.

Lumber, etc.—Navy Department, Bureau of Supplies and Accounts, Washington, D. C., T. J. Cowle, Paymaster-General, United States Navy, opens bids July 22 for furnishing 2000 feet white ash, 4000 feet mahogany, 10,000 feet 4x12-inch sound oak, 50,000 feet No. 1 white pine, 20,000 feet No. 2 white pine, 20,000 feet No. 5 white pine, 15,000 feet merchantable yellow pine, 10,000 feet No. 2 yellow pine, 32,000 feet merchantable Virginia pine, 35,000 feet No. 3 Virginia pine, 10,000 feet poplar in commercial lengths and 30,000 feet merchantable spruce in commercial lengths, schedule 5616; 147,000 pounds hot-rolled or forged steel, schedule 5611; delivery Navy-yard, Washington, D. C.; for copies apply to navy pay office nearest navy-yard.

Mill Work.—Westville Planing Mill & Lumber Co., Box 171, Westville, Okla.—Stock of windows and doors.

Naval Supplies.—Proposals received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until July 15 to furnish at Navy-yard Washington, D. C., a quantity of naval supplies as follows: Schedule 5600, steel castings, piston rods, recoil cylinders; schedule 5601, recoil cylinder springs, drawn brass tubes; schedule 5602,

white oak; schedule 5905, blueprint and Van Dyke paper. Applications for proposals should designate schedules desired by number. Blank proposals furnished upon application to bureau. T. J. Cowle, Paymaster-General, U. S. N.

Neckwear Machinery, Material, etc.—J. S. Starr, architect, Rock Hill, S. C.—Information and prices on equipment for manufacturing men's neckwear, material and supplies for preparing finished product for market; also same relative to pocket handkerchief manufacturing.

Oil Machinery.—Practical Oil & Gas Co., L. A. Clancy, engineer, 306 Colcord Bldg., Oklahoma City, Okla.—Catalogues and prices on machinery and supplies for oil development; will operate in shallow and deeper fields.

Paving, etc.—Proposals addressed to Board of Awards, in care of City Register, City Hall, Baltimore, Md., received until July 9 to grade, curb and pave with bituminous concrete portions of Forest Park, Springdale, Fairview and Grantley Aves., under contract No. 123; about 8660 square yards; specifications obtainable at office of Commissioners for Opening Streets, City Hall, Bushrod M. Watts, acting president.

Paving.—Bids received by Board of Affairs, J. T. Akers, auditor, Bluefield, W. Va., until July 11 for construction of granolithic walks and laying plank walks during coming fiscal year.

Paving and Sewerage.—Proposals received by Common Council, Welch, W. Va., addressed to C. M. Kyle, Recorder, until July 14 for grading, curbing and paving McDowell, Wyoming, Elkhorn, Court, Hobart, Water, Maple, Bridge and Broad Sts.; also construct sewers on Oak, Beech, Mercer and Vine Sts., and in alley between Water and Maple Sts.; plans and specifications at office of Recorder, or at office of M. A. Castor & Co., engineers, 29 Glenn Bldg., Cincinnati, O.; plans obtainable from engineers on deposit of \$5.

Paving, etc.—Bids for street improvement received by City Council, Gadsden, Ala., at Council Chamber, City Hall, July 7; plans and specifications at office of City Engineer; work includes 1334 square yards sidewalk, 3000 linear feet 8-inch cu. b and 36-inch gutter, 900 linear feet 6-foot gutter, 90 cubic yards excavation and taking up 15 trees; Charles L. Marsh, City Engineer.

Paving.—Proposals, addressed to Board of Awards, care City Register, received by him at office, City Hall, Baltimore, Md., until July 9 to grade, curb and pave with sheet asphalt, vitrified block and granite block, all on concrete base, various streets as follows: Contract No. 63, 14,900 square yards sheet asphalt, 2180 square yards vitrified block and 4700 square yards granite block; contract 64, 5850 square yards sheet asphalt, 500 square yards vitrified block; contract 66, 1860 square yards vitrified block, 2500 square yards granite block; approximate quantities; plans and profiles on file at office of H. Kent McCay, chief engineer; specifications and proposal sheets obtainable on application at office of Paving Commission, R. Keith Compton, chairman, City Hall.

Paving.—Proposals, addressed to Board of Awards, care City Register, received at City Hall, Baltimore, Md., until July 9 to grade, curb and pave with granite blocks and lay cement sidewalks on Key Highway from south building line of Lee St. to north building line of Montgomery St.; specifications, etc., furnished upon application at office of City Engineer, H. K. McCay.

Pipe Fittings.—See "Scales, etc."

Rails.—American Metallic Packing Co., Walnut and Clark Sts., Lexington, Ky.—Relayers. 20-pound section, first-class, with angles. State price carload lots, Harriman, Tenn.

Reservoir Construction.—City of Wytheville, Va., G. S. Sexton, Mayor.—Plans and specifications and man to supervise construction of reservoir.

Road Machinery.—Tennessee Transportation Co., Nashville, Tenn.—Second-hand wheel scrapers (Western preferred); second-hand Kelly Springfield roller; road grader.

Road Machinery.—American Metallic Packing Co., Walnut and Clark Sts., Lexington, Ky.—Small four or five-ton grooved steam road roller; second-hand. Give full description, location, etc.

Road Machinery.—W. D. Weaver, Waynesboro, Va.—Prices on portable crusher outfit, 10-ton roller, sprinkling wagon and traction engine; second-hand.

Sawmill.—John L. York, Four Oaks, N. C.—Prices on short-log sawmill.

Sawmills.—Duffield & Adams, Sperry, Okla.—Catalogues and prices on small band

saws, to be power-operated; for manufacture of woodwork for oil-field derricks.

Scales, etc.—Proposals received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until July 22 to furnish at Navy-yard, Norfolk, Va., a quantity of naval supplies as follows: Schedule 5615, folding platform scales; schedule 5618, iron pipe fittings. Applications for proposals should designate schedules desired by number. Blank proposals furnished upon application to navy pay office, Norfolk, Va., or to bureau. T. J. Cowle, Paymaster-General, U. S. N.

Seating.—Anderson, Evans & Evans, Jewett, Tex.—Seating for church building.

Seating.—City of Tulsa, Okla., F. M. Wooden, Mayor.—Prices on opera chairs for \$100.00 auditorium.

Sewer Construction.—F. A. Martin, City Engineer, receives proposals until July 7 for construction of sanitary sewer in Sewer District No. 42, Webb City, Mo.; plans and specifications on file at office of City Clerk.

Sewer System.—Department of Interior, Washington, D. C.—Proposals in duplicate received until July 8 for material and labor in installation of sewer system in basement of old postoffice building, Washington; specifications and drawings obtainable on application to chief clerk of department; Lewis C. Laylin, assistant secretary.

Sewing Machines.—See "Neckwear Machinery, Material, etc."

Stone-cutting Machinery.—Lucky Fairy Stone Co., T. H. Self, manager, Mar-

nor, S. C.—Addresses of buyers of leaf tobacco.

Tools, etc.—Adolf Rosenfeld, 1 Wallischgasse 4, Vienna, Austria.—Correspondence (view to agency) with manufacturers of or dealers in technical and electro-technical supplies of all kinds, novelties and specialties in all lines, cosmetics and chemical preparations, cheap watches, advertising novelties, novelties in tools and photographic supplies, supplies in general for hospitals, hotels and household use; quotations desired f. o. b. New York or c. i. f. Hamburg or Trieste.

Traction Engine.—See "Road Machinery."

Vacuum Cleaner.—Treasury Department, office of Oscar Wenderoth, supervising architect, Washington, D. C.—Proposals received until July 29 for vacuum cleaning apparatus in United States postoffice at St. Louis, Mo., in accordance with drawings and specifications, copies of which are obtainable at office of custodian at site or at this office, at discretion of supervising architect.

Water-wheels, etc.—W. C. Dodson, 55 S. Forsyth St., Atlanta, Ga.—Addresses of manufacturers of or dealers in water-wheels, turbines and water motors.

Woodworking Machinery.—Dana-Guthrie Lumber Co., Charleston, W. Va.—Slack-barrel machinery; also planer.

Woodwork Manufacturers.—Louise E. Cobain, Mission City, B. C., Canada.—Addresses of manufacturers of woodwork; view to placing order for manufacture of step-adders.

COTTONSEED CRUSHERS.

Concluding Business of the Interstate Association.

[Special Cor. Manufacturers Record.]

Chicago, Ill., June 26.

At the convention of the Interstate Cottonseed Crushers' Association, which ended its session yesterday, Col. Jo W. Allison, chairman of the Bureau of Publicity, spoke of the desire of the bureau to produce and make available for the mills a book in keeping with the value of the products of cottonseed. The effort has been made, he said, to make a book that will be a complete treatise on the feeding of farm animals, scientifically accurate in every respect, written in plain language and produced at so small a cost as to insure its reaching everybody actually interested.

Dr. W. A. Evans of Chicago said that it would be a wise expenditure of money and educational effort to demonstrate to the people of the world that the products of the cottonseed have high food value, and that nowhere else can be found the same amount of tissue-building and energy-producing substances for the same amount of money as in cottonseed products.

At the final session a silver service was presented by the association to the retiring president, C. W. Ashcraft of Florence, Ala., and J. B. Perry of Grenada, Miss., was elected president; C. L. Ives of Newbern, N. C., vice-president, and Col. Jo W. Allison of Dallas, Tex., chairman of the Bureau of Publicity. Major Robert Gibson has a life tenure upon the office of secretary-treasurer. The new governing committee is as follows:

Alabama—Ernest Lamar, Selma; C. A. Corey, Eufaula.

Arkansas—J. B. Hildebrand, Little Rock; R. H. Winfield, Augusta.

Florida—C. Jones, Pensacola; T. D. Sloan, Madison.

Georgia—F. W. McKee, Atlanta; E. P. McBurney, Atlanta.

Illinois—E. E. Chandler, Chicago; J. F. Smith, Chicago.

Kentucky—J. J. Caffrey, Louisville; Frank J. Fulton, Louisville.

Louisiana—B. E. Eskridge, Baton Rouge; W. E. Jersey, New Orleans.

Mississippi—C. R. Strain, Tupelo; J. B. Perry, Grenada.

Missouri—H. Highfill, Caruthersville; Julius Davidson, Kansas City.

New York—John Aspegren, New York; W. R. Cantrell, New York.

North Carolina—C. A. Johnson, Tarboro; W. M. Gregory, Salisbury.

Ohio—Franklin Ives, Cincinnati; J. M. Macdonald, Cincinnati.

Oklahoma—James W. Dupree, Oklahoma City; R. K. Wooten, Chickasha.

South Carolina—C. Fitzsimons, Columbia; C. R. Sprott, Manning.

Tennessee—J. H. Du Bois, Memphis; John Myers, Memphis.

Texas—C. C. Littleton, Gainesville; J. S. Le Clerc, Dallas; B. D. Cash, Houston; J. Webb Howell, Bryan.

Virginia—H. H. Hirschiel, Portsmouth; R. G. Baldwin, Norfolk.

A. C. BOUGHTON.

Flour and Leather.

Bensussan, Sides & Co., Saloniki, European Turkey, write to the MANUFACTURERS RECORD as follows:

"We would appreciate it very much if you would give us the names and addresses of a few American firms making and handling flour; box calf—black and colors; choice hides, 'C and D'; whole 10-12, 13-15 and 15-20 square feet, English measure, and demies 10-12 feet square, also English measure."

Tinsville, Va.—Information and prices on machinery for cutting "Fairy stones" at perfect angles.

Steam Shovel Work.—Farmers' Phosphate & Fertilizer Co., J. O. Griffith, president, Box 302, Nashville, Tenn., wants to let contract for removing 9 feet of overburden from about 35 acres of practically level land, removing about 6 feet of phosphate, washing and drying same; have washing machinery, with cylindrical dryer; overburden to be disposed of behind mining; no transportation required; contract to extend over 4 or 5 years; like to close by July 10; investigation and inquiry on ground.

Sprinkler System.—Marr & Holman, 701 Stahlman Bldg., Nashville, Tenn.—Prices on automatic sprinkler system.

Stampings and Springs.—See "Honing and Stripping Machine, etc."

Textile Machinery.—See "Neckwear Machinery, Material, etc."

Tin Plates.—Department of Finance, Subdepartment of Collector of Water Rents and Licenses, Baltimore, Md.—Proposals received by City Register at his office, City Hall, until July 16 for furnishing Collector of Water Rents and Licenses with 48,050 stamped tin license plates; specifications furnished upon application to Collector of Water Rents and Licenses; Daniel J. Loden, Collector of Water Rents and Licenses.

Tobacco Buyers.—Aynor Tobacco Warehouse Co., John T. Shelley, president, Ay-

Woodworking Machinery.—Kelley Clark Lumber Co., Gradyville, Ga.—Prices on machinery for making boxes and shooks.

Woodworking Machinery, etc.—Virginia Polytechnic Institute, Blacksburg, Va., receives bids until July 8 on equipments of following machinery and tools, delivery f. o. b. Blacksburg: Woodworking machine tools, including planer, saws and lathes; wood working hand tools, including chisels, hammers, saws, planes, etc.; ironworking machine tools, including milling machines, engine and other lathes, grinders, shapers and air compressor; ironworking hand tools, including drills, files, hammers and emery wheels. For pamphlet detailing wants address L. S. Randolph, chairman of committee.

Beacon Realty Co.

The Beacon Realty Co., St. James Bldg., Jacksonville, has been organized to build and sell houses in Jacksonville and other Florida cities. J. W. Hill of the Hill Investment Co., who has built and sold more than 120 Jacksonville houses during the past two years, will be in charge for the new company. F. M. Leonard of Boston is president, Ernest W. Mitchell is vice-president, and Myron L. Howard is secretary-treasurer, both of Jacksonville.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS RECORD,

Baltimore, Md., July 2.

The Baltimore stock market was exceedingly dull during the past week. United Railways common sold from 25% to 26 1/2; do, income bonds, 62; do, funding 5s, 86 to 87; do, notes, 104 1/4 to 104; do, 4s, 81 to 82; Consolidated Gas, Electric Light & Power common, 105; do, preferred, 108 to 109; do, 4 1/2s, 86 1/2; Consolidated Gas 4 1/2s, 92 1/2; Mt. Vernon-Woodberry Cotton Duck 5s, 68 1/2 to 68; G.-B.-S. Brewing 4s, 37.

Farmers and Merchants' Bank stock sold at 26; Merchants-Mechanics', 33; United States Fidelity, 190; Fidelity & Deposit, 145.

Other securities were traded in thus: Atlantic Coast Line Railroad, 116; Baltimore City 4s, 1926, 94 1/2; Northern Central Railway stock, 116 to 115 1/2; Maryland Electric 5s, 97 to 96 1/2; Houston Oil preferred, trust certificates, 59; Atlantic Coast Line convertible debenture 4s, 91 1/2; Consolidation Coal convertible 6s, 98 1/2 to 98 1/2; City & Suburban (Baltimore) 5s, 103 to 103 1/4; Coal & Iron Railway 5s, 99; Washington & Vandemere 4 1/2s, 91 1/4; Anacostia & Potomac 5s, guaranteed, 100; South Bound 5s, 101 1/4; Consolidation Coal refunding 5s, 88; Detroit United 4 1/2s, 70; Pennsylvania Water & Power 5s, 89 1/2; Virginia Midland 5th, 101; Pennsylvania Water & Power common, 61 1/2 to 61; Baltimore City 5s, 1916, 101; Alabama Company common, 7; Alabama Company second preferred, 25; Baltimore Electric 5s, stamped, 97 1/2; Chicago Railways 5s, 96 1/2 to 96 1/2; Consolidation Coal, 96; Baltimore City 3 1/2s, 1930, 88; Carolina Central 4s, 85; J. Spencer Turner debenture 6s, 91; Georgia & Alabama Consolidated 5s, 100 1/2 to 101; Atlantic Coast Line of Connecticut 5-20s, 87; Baltimore City 4s, 1955, 89; do, do, 1960, 89% to 89; Fairmont & Clarksburg Traction 5s, 99; New Orleans, Mobile & Chicago 5s, 46 1/2; Baltimore Traction (North Baltimore Division) 5s, 104; Alabama Consolidated Coal & Iron 5s, 72 1/2; Baltimore City 4s, 1961, 89 to 89%; Georgia Railway & Electric 1st Con. 5s, 100; Atlanta Consolidated Street Railway 5s, 103.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended July 2, 1913.

Railroad Stocks.	Par.	Bld.	Asked.
Atlantic Coast Line.....	100	116	
At. Coast of Conn.	100	233	235
Seaboard Air Line Com.	100	184	194
Seaboard Air Line Pfd.	100	42	44
United Rys. & Elec. Co.	50	26	26 1/2
Virginia Ry. & Pow. Com.	100	51 1/2	...
Wash. Balt. & Annap. Pfd.	100	33	...

Bank Stocks.

Bank of Commerce.....	15	30	...
Farmers & Merchants'.....	40	45	49
First National.....	100	142 1/2	145
Marine.....	30	42	...
Merchants-Mechanics'.....	10	30	34 1/2
Union.....	100	135	140

Trust, Fidelity and Casualty Stocks.

Baltimore Trust.....	100	165	
Continental Trust.....	100	209	
Fidelity & Deposit.....	50	142	145
Maryland Casualty.....	25	96	
Merc. Trust & Dep.	50	158	159 1/2
Munsey Trust.....	100	100	...
U. S. Fidelity & Guaranty.....	100	175	190

Miscellaneous Stocks.

Baltimore Electric Pfd.	50	42	43
Canton Company.....	100	150	170
Con. Gas, Elec. Lt. & P. Com.	100	104	105
Con. Gas, Elec. Lt. & P. Pfd.	100	108 1/2	...
Consolidation Coal.....	100	96	97 1/2
G.-B.-S. Brewing Co.	100	1	2
Mer. & Min. Trans. Co. V. T.	100	55 1/2	...

Railroad Bonds.

At. Const Conv. Debent. 4s.....	91 1/2	92	
At. Const S. C. 4s.....	86 1/2	88 1/2	
Balt. & Annap. S. L. 5s.....	80	70	
Carolina Central 4s.....	83	86	
Coal & Coke Railway 5s.....	93 1/2	94	
Coal & Iron Railway 5s.....	97	100	
Cumberland & Penn. 5s.....	99 1/2	101	
Florida West Shore 5s.....	95	100 1/2	
Georgia & Alabama 5s.....	100 1/2	101	
Ga. Car. & North. 1st 6s.....	100	102 1/2	
Georgia Pacific 1st 6s.....	100	109 1/2	
Georgia South. & Fla. 1st 6s.....	100	103	
Macon, Dublin & Savannah 5s.....	93	96	
Maryland & Penna. 4s.....	89	86	
New Orleans Gt. Nor. 5s.....	60 1/2	...	
New Orleans, M. & C. 5s.....	46 1/2	47	
Potomac Valley 1st 5s.....	100	105	
Raleigh & Augusta 1st 6s.....	105	...	
Richmond & Danville Guar. 5s.....	100	...	
Sav. Fla. & West. 5s.....	102	...	
Seaboard 4s, Stamped.....	79 1/2	81 1/2	
Seaboard Adjustment 5s.....	71	...	
Seaboard & Roanoke 5s.....	101	...	
South Bound 5s.....	101	102	
Virginia Midland 4th 5s.....	100	104	
Virginia Midland 5th 5s.....	100	101 1/2	
Wash. Balt. & Annap. 5s.....	82	...	

Street Railway Bonds.

Anacostia & Potomac 5s, Gtd.	98 1/2	
Anacostia & Potomac 5s, Gtd.	100	

Atlanta Con. Street Railway 5s.....	103 1/4	
Balto. Sp. Pt. & C. 4 1/2s.....	90	94
Baltimore Trac. (N. B.) 5s.....	103	104
Central Railway (Balto.) Con. 5s.....	104	
Charleston City Railway 5s.....	100 1/2	
Charleston Con. Electric 5s.....	96	
City & Suburban 5s (Balto.).....	102 1/2	104
Danville Traction 5s.....	90	...
Fairmont & Clarksburg Trac. 5s.....	99	...
Georgia Ry. & Elec. 5s.....	93 1/2	
Lake Roland Elevated 5s.....	104	
Macon Railway & Light 5s.....	96 1/2	98
Maryland Electric Railways 5s.....	96 1/2	
Norfolk & Portsmouth Trac. 5s.....	88	
Norfolk Railway & Light 5s.....	95	99 1/2
Norfolk & Atlantic Term. 5s.....	93 1/2	
United Railways 1st 4s.....	82	
United Railways Income 4s.....	61 1/2	62
United Railways Funding 5s.....	86	
United Railways Notes.....	104	104 1/2
Virginia Railway & Power 5s.....	93 1/2	

and Sidney Moore, cashier. This succeeds the Stock Yards Bank of Commerce.

Mo., Kansas City.—The Mercantile Town Mutual Fire Insurance Co. of Kansas City is chartered. Officers: Philip S. Brown, Jr., president; Reynolds Barnum, secretary, and Homer B. Mann, treasurer. Among the incorporators are former Gov. Herbert S. Hadley, A. L. Cooper, John R. Crowe and Geo. S. Edwards.

Mo., Kansas City.—The Citizens' Savings Trust Co., organized with \$100,000 capital, has purchased the Corn Belt Bank at 1019 Grand Ave. and will take over the banking business July 1; Arthur C. Cowan, president; B. F. Deatherage, vice-president; Charles W. Bartlett, secretary-treasurer; directors, E. E. Porterfield, B. F. Deatherage, John P. Tillhoff, John M. Byrne, A. E. Lombard, Arthur C. Cowan and Charles W. Bartlett.

Mo., Norwood.—The Ryan Banking Co. is chartered; capital \$25,000; incorporators, Norwood Wright, R. A. Ryan, J. M. Ryan and W. S. Calhoun.

Mo., Rockville.—The Farmers' Bank of Rockville is chartered; capital \$10,000; incorporators, T. W. Gray, J. N. McDavid and W. W. Trail.

Mo., Sedalia.—The Sedalia Savings & Loan Co. is chartered; capital \$250,000; incorporators, Charles C. Evans, M. V. Carroll and W. H. Powell.

Mo., Sedalia.—The Union Savings Bank is chartered; capital \$10,000; incorporators, Charles C. Evans, M. V. Carroll and W. H. Powell.

N. C., Greenville.—The Farmers' Bank of Greenville expects to begin business about July 15; Dr. B. T. Cox, president; R. L. Little, vice-president; F. A. Edmundson, cashier; M. B. Bryan, assistant cashier, and Julius Brown, attorney.

Okl., Stilwell.—The First State Bank of Stilwell, capital \$15,000, is incorporated by W. H. Doherty of Grove, B. G. Fletcher, J. B. Johnson, A. Winerman, B. F. Collins and S. J. Starr, Sr., of Stilwell, Okla.

S. C., Bennettsville.—The Home Building and Loan Association has been granted a commission; capital \$50,000; petitioners, C. W. Dudley, P. A. Bandy, W. C. Carlisle, W. D. Eason and A. L. Hamer.

S. C., Charleston.—The Home Friendly Insurance Co. is chartered; capital \$50,000. W. R. Thompson is president and secretary.

Tenn., Springfield.—The Farmers' Bank & Trust Co. has elected the following directors: W. A. Powell, president; J. S. Dowlen, vice-president; J. E. Powell, cashier; Dr. A. A. McClanahan, Thos. Pepper, Jr., D. C. Farthing, Charlie Brandon and J. E. Powell. Tony Dowlen is assistant cashier.

Tex., Cleburne.—The Home National Bank is chartered; capital \$150,000; W. Poindexter, president; Joseph B. Long, cashier.

Tex., Chisholm.—The Farmers' State Bank is approved; capital \$15,000; A. H. Edwards is president, M. W. Raley of Terrell vice-president; J. O. Wallace cashier.

Tex., Dallas.—The Fidelity Real Estate & Trust Co. of Dallas, which absorbs the Empire Mortgage Investment Co., is about to begin business under a Texas charter; capital \$100,000; Fred Fleming, president; R. C. Ayres, vice-president; Arthur L. Ayres, secretary and treasurer; Dabney & Townsend, counsel; J. T. Elliott, Jr., I. J. Willingham, L. M. Dabney, directors; headquarters in the Praetorian Bldg.

Tex., Houston.—The United Mutual Fire Insurance Co. is organized with \$100,000 capital. The following temporary officers have been elected: President, J. J. Mansfield of Columbus, Tex., and O. H. Lutz of Houston, secretary and treasurer. A vice-president will be named at a later meeting. Directors, J. J. Mansfield, C. K. Quin and John Hastedt of Columbus, Tex.; John E. Willey, J. D. Switzer, Whit Boyd and O. H. Lutz of Houston; P. F. Poorbaugh and M. B. Brush of Austin; Judge W. F. Ramsey of Austin, legal adviser. Temporary offices will be in the Paul Bldg.

Tex., Liberty.—The Liberty State Bank will begin business July 20; capital \$10,000; W. D. Davis, president; J. L. Ellis and W. J. Zickefoose, vice-presidents; B. G. Riviere, cashier.

Tex., Lockney.—The Lockney State Bank has made application to convert into the Traders' National Bank of Lockney; capital \$25,000.

Tex., Malakoff.—The First National Bank is chartered; capital \$25,000; surplus \$25,000; Wiley Thornton, president; W. C. Smith and S. J. Riddleperger, vice-presidents.

Tex., Merit.—The First State Bank of Merit has been organized with \$10,000 capital.

Tex., Omaha.—The First National Bank is approved; capital \$25,000; directors, I. P. Forayath, H. B. Stevens, W. T. Russell, E. M. Hitchins, H. M. Glass, William F. Wallace.

Tex., Riverside.—The Riverside State Bank has begun business with J. M. Broyles president, H. B. Yelverton vice-president, and E. M. McDonald cashier.

Tex., Schertz.—The Schertz State Bank chartered; capital \$10,000; John B. Holt, president, San Antonio, Tex.; Julian Stapler, vice-president; S. A. Coffman, cashier, both of Schertz. Business is to begin July 15.

Tex., Sealy.—The Farmers' National Bank is chartered and expects to begin business about August 1; W. F. Viereck, president; Max Sailer, vice-president, and E. L. Gallia, cashier.

Tex., Waco.—An election is to be ordered. It is reported, to vote on bonds for general hospital; J. H. Mackey is Mayor.

NEW SECURITIES.

Ala., Birmingham.—Steps are being taken to call an election to vote bonds for building public auditorium.

Ala., Demopolis.—August 4 an election is to be held to vote on \$20,000 of school bonds.

Ala., Mobile.—The Bank of Mobile has been awarded \$150,000 of 5 per cent. Mobile county road bonds at a premium of \$493.75.

Ark., Argenta.—Bids will be received until 7 P. M. July 5 for \$82,000 of street improvement District No. 15 and \$74,000 of street improvement District No. 16 1-10-year bonds on a basis of 5, 5 1/2 and 6 per cent. Justin Matthews, secretary, Little Rock.

Fla., Gulfport.—The Hanchett Bond Co., Chicago, has purchased \$10,000 of 5 per cent. town hall bonds.

Fla., Halls.—July 15 an election is to be held to vote on 5 per cent. 30-year bonds for the following purposes: \$50,000 for paving streets and \$30,000 for refunding and paying the bonded indebtedness of city; dated May 1, 1894. R. C. Hatton is Mayor.

Fla., Homestead.—Bids are soon to be opened for \$10,000 of Homestead district, Dade county, high-school bonds voted June 24. Address R. E. Hall, Miami, Fla.

Fla., Orlando.—The \$140,000 of 5 per cent. sewerage bonds have been sold. W. H. Reynolds is Mayor. (See Manufacturers Record, June 26.)

Fla., Orlando.—W. H. Reynolds, Mayor, writes: "We have the privilege under a late act to bond for \$100,000 for street paving, but cannot say when we will call the election to ratify the same."

Fla., Tallahassee.—Bids will be received until noon August 14 for \$32,000 of 5 per cent. street paving, \$4000 of water and \$9000 of light 5 per cent. 50-year bonds; denomination \$1000. A. H. Williams is city clerk.

Fla., Tampa.—The \$1,000,000 of Hillsborough county road bonds to be voted on July 29 are 30-year 5 per cents. W. P. Culbreath is Clerk.

Fla., Winter Park.—Bids received June 20 for \$10,000 of 7 per cent. electric-light bonds were rejected. Denomination \$500.

Ga., Augusta.—Bids will be received until noon July 10 by the Finance Committee, James P. Doughty, chairman, for \$250,000 of 4 1/2 per cent. 30-year flood-protection bonds; denomination \$1000; dated November 1, 1912. Linwood C. Hayne is Mayor.

Ga., Decatur.—The \$25,000 of 5 per cent. 20-year school bonds offered June 20 were purchased by J. H. Hillsman & Co., Atlanta. M. N. Driggins is Town Clerk.

Ga., Eatonton.—Voted: Public library bonds.

Ky., Madisonville

Merchants-Mechanics National Bank

South and Water Sts., BALTIMORE, MD.
DOUGLAS H. THOMAS, President.
JNO. B. RAMSAY, V.-P. and Chm. Bd. of Dir.
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Capital \$2,000,000 Deposits \$21,670,000
Surplus and Profits \$2,175,000

Accounts of Banks, Bankers, Corporations and Individuals solicited.

We invite correspondence.

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United States Depository and Disbursing Agent
Capital \$100,000
Surplus and Undivided Profits \$40,000
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Special attention given to collections.

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MUNICIPAL BONDS. Southern Municipal
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Write us if you have bonds for sale.

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Capital \$1,000,000
Surplus and Net Profits \$400,000
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OF BALTIMORE, MD.

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Capital, \$1,000,000

July 15th, 1908, Surplus and Profits, \$671,631.60

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R. VINTON LANSDALE, Cashier.
C. G. MORGAN, Asst. Cashier.

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Bankers and Individuals invited.

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FERGUS REID, Norfolk, Va.
GEO. W. ROBERTSON, Shamokin, Pa.

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**Palmetto National Bank**

COLUMBIA, S. C.

Capital

\$250,000.00

Deposits

\$2,700,000.00

Surplus and Profits

\$150,000.00

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JOHN JACOB SEIBELS, Jr., Vice-President
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Capital \$1,500,000
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cent. 15-year State loan for roads, hospital and normal school, for which bids were opened on July 1, \$396,000 were awarded as follows: New York Life Insurance Co. \$300,000, in lots of \$100,000, at the following bids: \$94,588.70, \$94,328.10 and \$94,067.60. Other awards were Stein Bros., \$10,000 at 94.53 and interest, \$10,000 at 94.76 and interest and \$10,000 at 94.84 and interest; estate of Charles W. Slagle, by Charles W. Slagle, executor, \$12,000 at 94.75; Baker, Watts & Co., \$10,000 at 94.59, and \$4000 at \$3800; Mercantile Trust & Deposit Co., \$25,000 at 94.31 and \$25,000 at 94.06; Townsend Scott & Sons, \$10,000 at 94.16, \$10,000 at 94.316, \$500 at 94.516, \$5000 at 94.616, \$5000 at 94.816 and \$5000 at 94.916, and J. S. Wilson & Co., \$50,000 at 94.02. (See Manufacturers Record, June 5.)

Md., Rockville.—Bids will be received by the County Commissioners of Montgomery County, Joseph T. White, president, until noon July 29 for \$25,000 of 4% per cent. 1-25-year bonds; denomination \$1000. Berry E. Clark is clerk and John A. Garrett solicitor. *Further particulars will be found in the advertising columns.*

Md., Snow Hill.—Bids were opened on June 28 for \$1000 of 5 per cent. 20-year refunding water bonds; denomination \$1000; dated July 1, 1913; maturity July 1, 1933. T. M. Purnell was the purchaser at 101. M. T. Hargis is Mayor.

Miss., Corinth.—The Hanchett Bond Co., Chicago, has purchased \$4000 of 5 per cent. agricultural high-school bonds.

Miss., Ellisville.—Voted: \$50,000 of Laurel precinct, Jones county, road bonds.

Miss., Georgetown.—No sale was made June 3 of the \$7500 of water bonds. D. Mabaffy is City Clerk. (See Manufacturers Record, June 5.)

Miss., Jackson.—Bids were received until noon July 1 for \$1,000,000 of levee construction 5 per cent. 40-year bonds, or any part of the issue from \$1000 up; dated July 1, 1913. L. Pink Smith is secretary Board of Mississippi Levee Commissioners at Greenville. (See Manufacturers Record, June 12.)

Miss., Louisville.—An ordinance has been prepared providing for the issuing of \$32,000 of water and sewer bonds in denominations of \$100, \$500 and \$1000, interest not to exceed 6 per cent. W. J. Newsom is Mayor and J. O. Bennett Town Clerk.

Miss., Montpelier.—Bids will be received by L. J. Howard, clerk Board of Education, until 2 P. M. July 9 for \$5000 of 6 per cent. school-building bonds; maturity February 1, 1913.

Miss., Pittsboro.—W. R. Compton Company, St. Louis, Mo., purchased in May about \$50,000 of 6 per cent. Calhoun county road bonds at \$125 premium; denomination \$500; dated June 1, 1913; maturity from 1923 to 1937. A. Johnson is Clerk.

Miss., Richton.—The Hanchett Bond Co., Chicago, has purchased \$7000 of 6 per cent. funding bonds.

Mo., Carthage.—The Hanchett Bond Co., Chicago, has purchased \$25,000 of 6 per cent. Jasper county road bonds.

Mo., Joplin.—An election is soon to be held to vote on \$12,000 of city hall bonds.

Mo., Holden.—Voted June 24: \$13,000 of 5 per cent. 5-20-year high-school bonds; denominations \$500 and \$1000. Address William Steele at Holden.

N. C., Concord.—Bids will be received until noon July 15 for \$20,000 of 5 per cent. bonds for improvement of graded schools in denominations of not less than \$500. A. F. Hartsell is Mayor. *Further particulars will be found in the advertising columns.*

N. C., Littleton.—Defeated: \$10,000 of school bonds.

N. C., Mt. Olive.—Brogden township, Wayne county, has voted \$40,000 of good-roads bonds.

N. C., Rockingham.—A. J. Hood & Co., Detroit, Mich., have purchased \$30,000 of street and \$20,000 of school bonds.

N. C., Sanford.—All bids received June 23 for the \$25,000 of 5 per cent. 30-year Lee county funding bonds were rejected, and it is stated new bids will be opened on August 1. D. E. McElroy is attorney for Lee county.

N. C., Shelby.—Spitzer, Rorick & Co., Toledo, O., have purchased \$105,000 of bonds of Buffalo Drainage District No. 1. Address Drainage Commissioners.

N. C., Swanquarter.—The Hanchett Bond

Co., Chicago, has purchased \$12,000 of 6 per cent. Hyde county funding bonds.

Okla., McLoud.—The Hanchett Bond Co., Chicago, has purchased \$8000 of electric-light bonds.

S. C., Allendale.—Horace H. Crouch, County Superintendent of Education, is to be petitioned to call an election to vote on school district bonds.

S. C., Allendale.—It is proposed to hold an election to vote on water and light bonds.

S. C., Greer.—Voted: \$6500 of Greer school district building bonds.

S. C., Lamar.—Bids will be opened on July 15 for \$7000 of 6 per cent. bonds. Address R. C. Huggins, Clerk. *Further particulars will be found in the advertising columns.*

S. C., Lancaster.—Voted: \$70,000 of sewerage and water-works bonds.

S. C., Mountville.—Voted: \$8000 of Mountville school district bonds.

Tenn., Centerville.—Defeated: \$200,000 road bonds. Another election will be called in six months to vote on the proposition. Address J. B. Walker.

Tenn., Chattanooga.—Bids will be received until 10 A. M. July 7 for \$267,20 of 6 per cent. bonds of paving district No. 178, dated June 13, 1913. Address J. H. Warner, Mayor pro tem.

Tenn., Dickson.—Bids will be opened on July 15 for \$250,000 of 5 per cent. Dickson county highway bonds; denomination \$1000; dated July, 1913; maturity July, 1943. W. H. Neblett is secretary commission.

Tenn., Dunlap.—A movement is under way in Sequatchie county to issue \$5000 of school bonds.

Tenn., Halls.—Bids will be received until July 15 by the Mayor and Aldermen for \$25,000 of 5 per cent. 20-year bonds. W. H. Hall is City Recorder.

Tenn., Nashville.—Potter, Choate & Prentiss, and Harris, Forbes & Co. of New York have purchased the temporary one-year 5 per cent. Tennessee funding bonds issued for the purpose of liquidating the \$9,222,000 State debt maturing July 1, 1913. W. P. Hickerson is State Treasurer. (See Manufacturers Record, June 26.)

Tex., Austin.—The Attorney-General has approved the following securities: Milam county road district No. 5, \$50,000, 40-10s, 5 per cent.; \$25,000 of sewer and \$10,000 of water-works 5 per cent. 10-40-year Jacksonville bonds; Freestone county common school district No. 1, \$1200, 20-10s, 5 per cent.; Cass county common school district No. 49, \$500, 15-5s, 5 per cent.; Robertson county common school district No. 21, \$1500, 15-5s, 5 per cent.; Milam county common school district

Tex., Houston.—Bids will be received until noon July 28 for \$100,000 of 5 per cent. 10-40-year Lamar county road bonds; dated June 10, 1913. Address W. F. Gill, County Auditor.

Tex., Plainview.—Plainview school district No. 89, Hale county, will vote July 5 on \$400 of building bonds.

Tex., Quanah.—July 28 an election is to be held to vote on \$20,000 additional water-works and \$16,000 of sewerage bonds.

Tex., Richmond.—E. B. Blanton of Gainesville has purchased \$175,000 of Fort Bend county road bonds.

Tex., Richmond.—The Commonwealth Trust Co. of Houston has purchased \$175,000 of 5 per cent. 40-year bonds of road district No. 4, Fort Bend county.

Tex., Roans Prairie.—July 12 an election

No. 4, \$3000, serial 5 per cent.; Victoria county common school district No. 15, \$800, 10s; Nacogdoches county common school district No. 1*, \$1500, 20-5s, 5 per cent.; \$6500 of 5 per cent. 10-40-year Blue Ridge Independent School District bonds; \$221,000 of 5 per cent. 10-40-year San Antonio Improvement District bonds; \$100,000 Denison high-school building; \$8800 of 5 per cent. 20-40-year bonds of Freestone county common school district No. 5.

Tex., Barry.—Voted: \$75,000 of Road District No. 3, Navarro county, bonds.

Tex., Boston.—An election will probably be held in Bowie county to vote on \$50,000 of road and street-improvement bonds, one-half of the amount to be given to Texarkana.

Tex., Bryan.—The Southern Westrumite Co. of Houston, contractor, has been awarded \$25,000 of paving and \$10,000 of water-extension bonds at par.

Tex., Clifton.—Voted: \$25,000 of school bonds.

Tex., Dallas.—An ordinance is passed authorizing the issuing of \$250,000 of 4% per cent. school bonds voted in April; dated May 1, 1913; also \$300,000 of 4% per cent. 40-year sewage-disposal bonds out of the \$550,000 voted April, 1912. William M. Holland is Mayor.

Tex., DeLeon.—Voted: City hall completion bonds.

Tex., Edinburg.—Defeated: \$200,000 of Hidalgo county road bonds.

Tex., Harvey.—Defeated: \$4000 of school-improvement bonds.

Tex., Henderson.—City has for sale \$22,000 of 5 per cent. 20-40-year water works bonds voted June 20. E. B. Alford is Mayor.

Tex., Hillsboro.—Voted: \$25,000 of water-works and sewerage bonds.

Tex., Houston.—Voted: \$800,000 of street and \$400,000 of bridge 5 per cent. 1-20-year bonds. Ben Campbell is Mayor.

Tex., Ore City.—Voted: \$8000 of independent school district bonds.

Tex., Kountz.—An election is to be held in Saratoga and Batson district, Hardin county, to vote on \$65,000 of road bonds.

Tex., Marlin.—The State School Board has purchased at par \$11,000 of 5 per cent. 10-40-year building bonds of Falls County Line school district No. 15.

Tex., Paris.—Bids will be received until noon July 28 for \$100,000 of 5 per cent. 10-40-year Lamar county road bonds; dated June 10, 1913. Address W. F. Gill, County Auditor.

Tex., Plainview.—Plainview school district No. 89, Hale county, will vote July 5 on \$400 of building bonds.

Tex., Quanah.—July 28 an election is to be held to vote on \$20,000 additional water-works and \$16,000 of sewerage bonds.

Tex., Richmond.—E. B. Blanton of Gainesville has purchased \$175,000 of Fort Bend county road bonds.

Tex., Richmond.—The Commonwealth Trust Co. of Houston has purchased \$175,000 of 5 per cent. 40-year bonds of road district No. 4, Fort Bend county.

Tex., Roans Prairie.—July 12 an election

is to be held to vote on \$6000 of schoolhouse bonds.

Tex., Round Rock.—July 16 Round Rock Independent School District will vote on school bonds.

Tex., San Antonio.—The \$3,450,000 of public improvement bonds to be voted on July 18 will bear 5 per cent. interest; denomination \$1000. (See Manufacturers Record, June 26.)

Tex., Strawn.—Voted: \$16,500 of school-building bonds.

Tex., Texarkana.—The City Council on the Texas side is reported to have descended its action ordering an election to vote on \$225,000 of street-improvement bonds.

Tex., Tolar.—Voted: \$12,000 of 5 per cent. 20-40-year independent school district bonds.

Tex., Waxahachie.—July 7 an election is to be held to vote on \$22,500 of waterworks, \$10,000 of street improvement and \$2500 of school bonds.

Tex., Weatherford.—The election to vote on \$4000 of sewer-extension bonds will be held July 8.

Va., Amherst.—An election is to be held to vote on \$10,000 of water and electric-light bonds.

Va., Fairmont.—Bids will be received until 2 P. M. July 19 by John F. Phillips, clerk of Marion County Court, for \$400,000 of 5 per cent. 20-30-year Fairmont District, Marion county, road-improvement bonds; denomination \$1000. *Further particulars will be found in the advertising columns.*

Va., Logan.—August 2 an election is to be held in Logan county to vote on \$60,000 of bridge bonds.

Va., Parkersburg.—Bids will be opened on July 11 for \$300,000 of high-school building bonds.

Va., Williamstown.—Defeated: \$7000 of fire-department improvement bonds. It is proposed to call another election to vote on a larger amount (probably \$30,000), the proceeds to be used for sewers, streets and fire department. B. L. Bullman is Mayor.

FINANCIAL NOTES.

The July number of the Solicitor, published by the Wachovia Bank & Trust Co. of Winston-Salem, N. C., is issued.

The Real Estate Loan Co. of Galveston, Tex., has filed an amendment to its charter increasing its capital stock from \$150,000 to \$200,000.

A dispatch from Memphis, Tenn., says that the Union & Planters' Bank & Trust Co. has taken over the Williamson Bank & Trust Co.

Banks in Missouri have increased capital as follows: Bethany Savings Bank, Bethany, from \$33,000 to \$66,000; Bank of New Bloomfield, from \$10,000 to \$30,000; Farmers' Bank of Unionville, from \$37,000 to \$50,000.

The City National Bank, Sumter, S. C., has taken possession of its quarters on the first floor of its new building on the northeast corner of Main and Liberty Sts. G. A. Lemmon is president and Geo. L. Ricker, cashier. The capital of the bank is \$150,000.

CRUSHING MACHINERY FOR SALE CHEAP

Second-hand Reliance Crusher, 8x14; Champion Crusher, 11x26; Sturtevant Fine Crushers, 6x15 and 6x30; all above with Manganese Jaw Plates; Sturtevant No. 2 Ring Roll Mill, the best grinder in the world; 6x16 balanced rolls. All kinds of new crushing machinery. Complete plants.

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